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# FLAG-OFF

THE STAFF'S STATUS  
UPDATES THIS MONTH



**VERNON B. SARNE**  
Full disclosure: I haven't driven the Lexus LFA. At least I got to drive the RC F for this issue.



**PAULO RAFAEL SUBIDO**  
Experiencing the new MX-5 in Spain was a dream come true. I love that roadster!



**STEPHANIE ASI**  
Had the chance to drive the VW Golf GTI. Would love to get to know it better.



**JASON DELA CRUZ**  
My dream pocket rocket has finally arrived—the Volkswagen Golf GTI.



**ELAINE LARA**  
It's that wonderful time of the year again! Summer road trips, anyone?



**RAYNAND OLARTE**  
It would be amazing to see the Mazda MX-5 cruising along our streets. #miatalust



**DINZO TABAMO**  
Looking forward to the five-month school break, as hopefully traffic will ease up.



**TRACY CARPENNA**  
I was able to drive BAIC's electric cars in Beijing. Wish to see EVs on our roads.



**PATRICK EVERETT TADEO**  
Looking forward to the summer road trip! My only dilemma is what car to drive.



COVER PHOTOGRAPHY BY  
**JEFFREY VAN DER VAART**  
AND **IGOR MAMINTA**

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**Das Auto.**





**I** will be the first to admit that I owe a great deal of my present stature as a motoring journalist to the guy whose photo you see below—Jeremy

Clarkson, the kingpin of the *Top Gear* TV show for more than a decade until the unfortunate turn of recent events.

If you have been visiting our website ([TopGear.com.ph](http://TopGear.com.ph)), you already know that Jeremy is now officially out of the show. This follows a two-week investigation of a “fracas” he had with the show’s producer, Oisin Tymon. As a result, Jeremy’s contract will not be renewed by the BBC.

As I write this, it still isn’t clear whether the two other hosts, Richard Hammond and James May, are staying. But whether they’re staying or leaving, I just want to make one thing clear: *Top Gear* is alive and kicking. The brand will move on from this episode better and stronger. I have full confidence in this. Not because I don’t wish to be unemployed, but because I truly believe in the brand. It’s a fun and dynamic brand—the best in the motoring world. It had existed long before Clarkson,

Our man Jeremy Clarkson always enjoyed driving cars that ran fast and handled well



## ‘Jeremy Clarkson is a guy that comes to mind when I think of sporty automobiles. This issue is for him’

Hammond and May banded together, and it will continue to exist after their popular triumvirate is broken up.

As our UK principal declares: “*Top Gear* magazine remains the world’s biggest car magazine, because it is the best car magazine in the world. This is because we have exclusive and better access to new car releases before anybody else, as well as publishing the best reviews and features. None of this will change in the future.”

Having said all of this, I would like to take this opportunity to recognize the incredible role Jeremy Clarkson played in the lives not only of those working for *Top Gear* and its international editions, but more so in the lives of the brand’s fans. Motoring journalism became so much more enjoyable because of him. I think it’s not a stretch to say that even our competitors look up to him and strive to be even half as entertaining as he is. I know we do.

I dedicate this issue to him, even though we had planned it before the fracas came to light. He’s one of the guys that come to mind whenever I think of sports cars. And I did wonder whether the sporty automobiles we put in this issue would meet his standards. I can only hope they will meet yours.

**VERNON B. SARNE** Editor in Chief  
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# INSIDE TRACK

The view from a staffer’s desk



I’m looking at our “Wall,” where miniature layouts of the issue we’re currently working

on are posted in order for us to keep track of which stories are done and which ones have yet to find their way up here. As each day passes until about two weeks before we go to print, it takes shape quite nicely, making me look forward to the printed material itself. I tell art director Raynand Olarte that this Sporty Issue looks full with cars that really matter and cars that we’ve been waiting to get our hands on.

This issue has taken much of my attention because it revolves around the cars I absolutely loved growing up. On the cover is the all-new Mazda MX-5 (I personally still like calling it a Miata as it sounds more sentimental). It revived open-top motoring at an affordable price back in 1989. One look at the latest model and it’s obvious Mazda went back to basics.

Then there’s my boyhood dream pocket rocket, the Volkswagen Golf GTI—the car I’ve been anticipating the most to finally hit our market. But I got my hands on the other hot hatch that wears that three-letter combo, the Peugeot 208 GTi, which has intrigued me since its local launch. The market is veering toward automobiles that enthusiasts are yearning for, and it’ll only get better from here. Exciting times are ahead.

I also had the privilege of driving a string of Porsches on the track at the Porsche World Roadshow, one of the ultimate things I’ve been dying to do since I became a motoring writer seven years ago.

These are just some of the exciting stories we can’t wait to share with you. We hope you enjoy them as much as we enjoyed putting these sporty cars together in one awe-inspiring issue.

**JASON DELA CRUZ**  
TEST DRIVE EDITOR  
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# REACTION TIME

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## TWEETS @TOPGEARPH

I'm enlightened by your article on the "17 most commonly mispronounced automotive brands in the world."  
[@itvmeriveles](https://twitter.com/itvmeriveles)

Had my driver's license renewed today. They said my card may be claimed after five months. Waaah!  
[@hunnyjodi31](https://twitter.com/hunnyjodi31)

I have always wanted to drive a sports car.  
[@aal\\_Rabara](https://twitter.com/aal_Rabara)

You know that TopGearPh has made a huge impact when you see erring drivers and think: "I-Top Gear na yan!"  
[@marsheedelights](https://twitter.com/marsheedelights)

Dear Isuzu, enough with the refresh. New model, please!  
[@immarkmarcelo](https://twitter.com/immarkmarcelo)

You nailed it again, with your February 2015 issue, TGP. My SUV choices are all there: Trailblazer, X-Trail, Escape and Everest.  
[@polymar3](https://twitter.com/polymar3)

## AWESOME LETTER OF THE MONTH

### A WHOLE LOT OF MESS

I doubt you people would read this, but I'd like to share with you my two cents about LTO's mandate that will be effective on April 1st. These points are based on my experience as a banker.

1. Most dealers will not be able to give you the CSR (Certificate of Stock Reported) of your vehicle. A lot of dealerships build their inventory via floor stock financing. In order to secure this type of loan, they have to surrender the CSR of the units to the bank providing the financing. It takes time for the CSR to be re-

leased as there are legal and BSP (Bangko Sentral ng Pilipinas) processes involved.

2. There are a lot of dealerships that are having difficulties in getting the OR/CR due to LTO backlog. This is true. I have clients who purchased their vehicles in the first half of 2014 and yet have not received their ORs and CRs. The worst case I have had recently was a client who purchased his unit in Dec 2013, and yet his plates, OR and CR were only released this March.

3. Sure, the LTO is offering five days to contest the violation,

but it is too much of a hassle for the consumers when the fault clearly lies with the dealers and the LTO. Most car users are employed. With no LTO services on weekends, they will be forced to take a leave of absence just to deal with this issue.

**Rachelle Alvarado Batan**

*Not only did we read your message, we even published it. Seriously, we believe everything you just pointed out. The question is: Why can't anyone solve this registration/plate mess? What and where is the root cause of the problem? Anyone?*

The problem in this country is that there is no law protecting responsible drivers against undisciplined pedestrians. It's an automatic homicide case plus extortion by the police. And then the driver becomes the milking cow of the "victim's" family.  
**Benedick Marasigan**

If people now consider MG as a Chinese brand, then let's all treat Lotus as Ma-

laysian, Jaguar and Land Rover as Indian, Volvo as Chinese, and Chrysler/Dodge/Jeep as Italian.  
**Aldrich Villareal**

The current Ford Ranger looks better to me. Give it a complete redesign instead of a facelift. Or, if possible, just improve the current Ranger's interior by making it look similar to that of the new Everest.  
**Aren James Matabia**

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## WE JUST GOT OURS!

Hi, TGP! I would like to thank you for announcing that DOTC memorandum about the “no plate, no travel” policy that will take effect on April 1, 2015. After almost three months of driving without OR/CR and license plates, my dealer miraculously was able to produce everything just a few days after I informed them about the DOTC memo. We don’t know what happened—whether the LTO finally came to their senses, or my dealer just doesn’t want to be on the DOTC’s “naughty list.” One

**‘TOP GEAR, YOU ARE OUR ONLY HOPE WHEN IT COMES TO OUR LICENSE PLATE’**

CARLO LOPEZ

**‘So who’s the liar now: the LTO or the car dealer?’**

RONALD SAN MIGUEL

thing I’m sure of is that I’m happy to know that my wife (the wifey drives because I work abroad) will not be flagged down come April 1st.

Sonny Baylon Vitug

*Who can truly fathom how the systems in this country work? For all we know, the dealers and the LTO are in cahoots with each other, and all this finger-pointing is just part of an act to prevent the public from digging any deeper into the real source of the problem. We have another conspiracy theory: That there is a seriously big issue our government doesn’t want us to notice, so it is distracting us by announcing this “no registration, no travel” policy, to be implemented by April 1st. Remember the “ban” on accessories?*

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**POLL**

Which all-new midsize SUV are you waiting for?

**FORD EVEREST**

**(44.8 %)**

**TOYOTA FORTUNER**

**(55.2 %)**

On March 6, we published on our website a short article that pitted the two most-awaited midsize SUVs against each other: the **Ford Everest** and the **Toyota Fortuner**. A Filipino executive of another Japanese carmaker (not Toyota) had said that the imminent showdown would be a “slugfest.” So we asked readers to choose between the two. A total of **24,860 votes** were cast: 13,728 for the Fortuner and 11,132 for the Everest.



For sharing her insider’s knowledge with us, **RACHELLE ALVARADO BATAN** gets this cool **VICTORINOX SWISSCARD** courtesy of Mitsubishi Motors Philippines. It has many tools tucked inside!



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CAPTION THIS PHOTO

# True meaning of 'off-road'



We have a monthly pastime on our website ([www.topgear.com.ph](http://www.topgear.com.ph)) in which we ask online visitors to put a witty caption on a given photograph. Senders of the five best ones each receive a gift, which, in this case, is a Volkswagen Golf GTI bag courtesy of Automobile Central Enterprise. Here's this month's picture as well as the best captions.

## THE REST

- Float like a butterfly, sting like a V. **Marvin Bonus**
- When you absolutely need to find a toilet bowl in 20 seconds. **Bono Gee**
- 'Babe, I'm safe tonight. Hurry!' **Joy Sarmiento Magtanong**
- Drive mode: Levitation. **Andrew Domo**
- Where we're going, we don't need roads. **Angelo Gerald Esquerra**
- Drive it like you stole it. **Benedil Dilao**
- Now available: Zero-gravity tires. **Charles Cueva**
- Bullswagen. **Dion Castillo**
- The dukes of hazard. **Dennis Joseph Acop**
- Screw this—I'm going to Hogwarts! **Harwinder Singh**

## BY THE TOP GEAR STAFF

- This Volkswagen Polo boasts the best ground clearance in its class. **Vernon B. Sarne**
- This is how rally drivers get high. **Paulo Rafael Subido**
- The driver of this car had too much Red Bull. **Stephanie Maureen Asi**
- Meet the Volkswagen Polo Air. **Raynand Olarte**
- The bull does major airtime! **Jason dela Cruz**
- The gravity never bothered me anyway. **Elaine Lara**
- Exactly why you should slow down for speed bumps. **Dinzo Tabamo**
- I think I'll try defying gravity. **Tracy Carpena**
- Red Bull really does give you wings. **Patrick Everett Tadeo**
- Weeeeeeee! Let's do it again! **Jeff Reyes**
- That's me driving in sheer jubilation when I found out *Top Gear* would have a new host. **The Stig (in his mind)**

# AIR SUSPENSION.

CHARIZ ESQUIVEL

When she texts  
you that her  
parents are out.

AJ AGGABAO

NO REGISTRATION,  
NO TRAVEL?  
NO PROBLEM.

GINO ABAYA

FLYING V.

RAY ALLAN ABESAMIS

COCKROACH!

JEAN-ERNEST NAVARRO



THE FRESHEST CARS COMING TO GLOBAL SHOWROOMS SOON

# NEW METAL



## Re-engineered for war

Can the McLaren 675LT trounce the 458 Speciale? This is going to get ugly



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HEAVY METAL



p14

ARIEL NOMAD



p18

LUXURY SUVs



p20

THE HARDWARE



# McLaren 675LT

The sporty carmaker rebuilds its 650S to beat the Ferrari 458 Speciale



**P**eople often remember the McLaren F1 as an all-conquering supercar that broke speed records and won at LeMans. Funnily enough, it was never meant to do either. That historic win at LeMans in 1995 came by dint of sheer endurance, as bespoke racing prototypes fell to mechanical gremlins while the F1's reliable BMW V12 soldiered on. McLaren's hour in the spotlight, however, was short-lived; the Porsche 911 GT1, a purpose-built racer disguised as a sports car, trounced it at LeMans the next year.

In response, McLaren released the highly modified 'Longtail' F1, which beat the Porsche at LeMans in 1997. But it was clear by then that the F1 was no longer competitive against road-going prototypes like the GT1 and the new Mercedes CLK-GTR. McLaren sadly left the FIA GT1 series, which folded soon thereafter.

McLaren no longer races at LeMans. Instead, it's busy building sports cars with more swooshes and swashes than Nike's silliest sports shoes. The 'race' among manufacturers nowadays is in the showrooms. And pole position is currently held by the Ferrari 458 Speciale. This race-ready Italian is the signature sneaker-of-the-



The exhaust system has been improved for better performance

day for status-seeking supercar buyers with a Schumacher complex. With this as its prime target, McLaren has thrown its hat into the ring with the 675LT.

On the face of it, the 675LT seems to simply pander to nostalgia. Where the original Longtail was a massive 641mm (over 2ft) longer than the standard F1, the 675LT is a mere 34mm (1.3in) longer than the 650S.

But this is no mere bodykit, boost tweak and badge job. The 675LT is one hot shoe.

To start with, McLaren has optimized the aerodynamics. A deeper front splitter capped by functional end plates is complemented by deeper side sills, which clean up the aero behind the front wheels. An incorporated air intake in front of the rear wheel supplements the familiar blade intakes for better cooling.

Out back, there are additional outlets at the edges of the bumper to reduce air pressure in the rear wheel wells. Gone are the cosmetic trapezoidal exhaust tips, replaced by forged titanium exhaust pipes with a crossover design to boost response. The system is 1.1kg lighter than the old one. There's a bigger rear diffuser for more downforce, to go along with a carbon-fiber



McLAREN 675LT

NEW METAL



All change at the rear.  
Does it look tidier than  
the 650S? We think so



**'The 3.8-liter twin-turbo V8 has been modified to produce a devilish 666hp'**

air brake that's 50% bigger—but lighter—than before. Beginning to see a pattern?

Weight savings are found throughout the car, from carbon-fiber body panels to thinner glass and polycarbonate windows, to lightweight springs. The springs are stiffer than the 650S's, by 27% at the front and 63% at the rear. The extra bias, along with an optimized rake, keeps the aero at the optimum angle of attack, resulting in over 200kg of downforce at speed. Mated to carbon brakes and Pirelli P Zero Trofeo R tires (basically road-legal racing compound tires), this promises exceptional on-track handling.



The 675LT has  
more attitude  
than the 650S

The familiar 3.8-liter twin-turbo V8 has been extensively modified yet again. Faster-flowing fuel pumps, lighter connecting rods, and changes to cylinder head flow allow it to rev more eagerly, producing a devilish 666 brake horsepower (675ps) put to the ground through a seven-speed dual-clutch gearbox.

The already minimalist cabin is further minimized by the removal of the air-conditioning system. No worries—it's a no-cost option to reinstall. The red racing buckets are 15kg lighter than standard seats, rounding off a dieting spree that sees 100kg removed from the car. At 1,230kg (dry), this McLaren is some 60kg lighter than the 458 Speciale, and has 69 more horses and 169Nm more torque.

This provides for some stunning numbers. Nil to 100kph comes up in a claimed 2.9sec, while 200kph ticks by in 7.9sec. That's over a second faster than the Ferrari, and well clear of the McLaren F1, too. Fast enough for LeMans? We can only hope. And though we doubt many of the 500 lucky owners will be doing endurance runs in their spiffy new sneaks, there's little doubt many of them will be playing hardball on the track in the months to come. **m**

## HEAVY METAL

WE ROUND UP THE  
NEWEST CARS AROUND  
THE WHOLE WIDE WORLD



**1 Audi R8**  
The new model looks sharper than the previous generation. The most obvious change? Those side blades.



**2 Ford Focus RS**  
The blue oval's newest hot hatch is now all-wheel-drive and comes with Drift mode for sideways action.



**3 Porsche 911 GT3 RS**  
This track-focused 911 is 10kg lighter than the GT3. The 4.0-liter flat-six has an output of 500 horses.



**4 Mercedes-AMG CLA 45 Shooting Brake**  
Merc's smallest wagon gets the AMG treatment. Forced mill pumps out 360hp.

WORDS BY JASON DELA CRUZ



# NEW METAL



This thing will probably guarantee that buses will get out of your way

## 1 It looks utterly bonkers

Like an Atom that's collided with a Dakar buggy. The bronze-welded steel-tube frame isn't completely carried over, though. It had to be reshaped in some areas, the suspension mounting points were moved, and there's that whacking great top structure. But the Nomad isn't big—at 322cm long, it's almost 20cm shorter than the Atom, but has a marginally longer wheelbase.



## 2 It's as fast as a Ferrari 458

The Nomad uses the same engine as the US-spec Atom, a 2.4-liter naturally aspirated VTEC four-cylinder sourced from Honda. It develops 235hp at 7,200rpm and 300Nm at 4,300rpm, and drives the rear wheels only through a six-speed manual gearbox. As a result, the Nomad is decidedly un-slow. Zero to 100kph takes a mere 3.4 seconds. Top speed? Well, that depends on the tires. Fit full knobbies and you're limited to under 160kph, but on slicker rubber it'll go all the way to 215kph.



# 5 REASONS YOU NEED AN ARIEL NOMAD

It's the Atom's off-road brother, and you want one

## 3 It'll off-road like a Defender (maybe)

The Nomad's suspension has 250mm of travel—not much less than a factory WRC car—and the dampers were developed and tuned by Bilstein. "Think of its capabilities as being broadly the same as a Land Rover Defender or rally car," Ariel's Tom Siebert told us. Unfortunately, the Nomad is unlikely to be eligible for stage rallying, but with approach and departure angles of 71 and 82 degrees, it will haul over obstacles a Defender 90 (47 degrees at both ends) might not.



We're sure the fun factor is much greater than in a Lamborghini

## 4 It will do the business on road. And sand

Where the Atom is for road and track, the Nomad is for road and off-road. So you don't need to have these vast 235/75 R15 mud-plugging tires, but instead, should you prefer, some all-season rubber—or maybe a set of 18s with low-profile tires. Ariel is also working on a sand setup, with narrow front tires and huge paddle rear tires, ideal for scaling dunes. The perfect one-car garage, don't you think?

## 5 It has a good options list

Like the Atom, you can spec bigger Alcon brakes and adjustable dampers, but, unlike the Atom, you can have a winch assembly, roof spotlights, aerials and even a full front windshield. Throw everything at the Nomad, and the curb weight will climb from 670kg to 735kg, the price from P1.6 million to about P2.1 million (about double if you want to bring one in). Shop cleverly and you should be able to make it look like a Tamiya Frog.



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NEW METAL



# Aventador LP 750-4 SV

The SuperVeloce may be Lamborghini's purest product today

If you were a child of the '80s, chances are you had a poster of some of the hottest cars on the market at the time. We're pretty sure one of them may have well been the Lamborghini Countach.

Any car nut worth his intake valve will know how god-awful that car was. Anyone who has driven it will tell you it is better off being in posters, where you can enjoy it without having to sacrifice being stuck inside a sardine can. And it wasn't just this particular Lambo that had this problem—the legendary Ferrari F40 was a hell of a car to drive, but if you got stuck with it in traffic...


But that was then. Today's supercars are totally different. In fact, one such supercar that can epitomize true sporting character is the

newly launched Lamborghini Aventador LP 750-4 SuperVeloce.

A mere glance at this awesome machine is enough to elicit a jaw-dropping reaction from onlookers. And this design, mind you, is not just for show—it's functional. The front end features an 'open view' of the car with a forward-stretching line and two front wings set in black and the exterior color. Then there are the numerous carbon-fiber parts, including a racing-style rear wing that can be adjusted depending on the driving style and environment. All these allow for the utmost downforce while providing a slippery aerodynamic profile.

Apart from aerodynamic efficiency and weight reduction (curb weight is only 1,525kg), the LP 750-4 SV packs a 6.5-liter naturally aspirated V12

motor that puts out 740hp and 690Nm. Mated to Lamborghini's ISR fully automated gearbox and a Haldex Generation IV all-wheel drive system, it can rocket from nil to 100kph in just 2.8sec, all the way to a top speed of more than 350kph! This is the most powerful Lambo out there bar none.

Of course, a true supercar isn't just fast in a straight line. Thanks to the pushrod suspension, magneto-rheological dampers, and Lamborghini's dynamic steering, this Aventador remains planted at speed, agile in corners, and usable in everyday driving. And speaking of the daily commute, occupants will be treated to soft-touch yet durable carbon material throughout the cabin. The infotainment system is available only as an option, but with that crescendo of an exhaust note at full bore, who needs one? 



Extensive amounts of carbon fiber are used to shed off an extra 50kg



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## MASERATI **LEVANTE** / *DUE: SEPTEMBER* BENTLEY **BENTAYGA** / *DUE: NOVEMBER*

Did you really think we'd reached 'peak SUV' in 2014? Nowhere near. Get ready for the year of the luxury 4x4

» If you desire to drop a lot of cash on a posh SUV, 2015 will offer you an unprecedented opportunity to lighten your overloaded off-shore accounts. In fact, that's the stated aim of Bentley's upcoming luxu-4x4, which shares underpinnings with the next Audi Q7, Volkswagen Touareg and Porsche Cayenne, but dwarfs all in the price stakes. "We want to solve the problem for all those who want to spend more on an SUV," Bentley marketing boss Kevin Rose told *TG*, tongue possibly a little in cheek. Which means the Bentley—name already announced as Bentayga—will clock in above even a fully loaded long-wheelbase Range Rover, meaning a price tag of more than P7 million (double it for Philippine pricing).

It will have the shove to match the sticker. Both the Conti's stonking powerplants—6.0-liter W12 and 4.0-liter twin-turbo V8—will make an appearance, with Bentley leaving the door open on both diesel and hybrid power. We're told Crewe is targeting a top speed over 321kph: Consider the 527hp Cayenne Turbo runs out of puff at 278kph, and you'll realize we're talking serious power here. Bentley assures us the

production SUV will look "completely different" to its um, unmissable EXP 9 F concept of 2012. "The front, side, rear and roof have been completely changed," we're told, with ex-Lambo man Luc Donkerwolke in charge of styling duties. Not that the EXP 9 F dissuaded customers: Bentley took 2,000 pre-orders in the wake of the 2012 concept reveal, and expects to sell 3,500 SUVs annually after the production car lands late in 2015. Maserati's 4x4—named Levante—has been similarly long in the pipeline. Born of Fiat's marriage to Chrysler, it was originally slated to share platform with the Jeep Grand Cherokee and be built at Chrysler's Detroit facility. Now production has moved to Maserati's Turin facility, with the Levante expected to use fewer Jeep bits than first mooted.

We know exactly what will power it: a trio of turbodiesel V6s, the most potent rated at 345hp, along with a pair of turbo V6 petrols in 245hp and 414hp flavors, and a QP-borrowed twin-turbo V8 making at least 550hp. Maserati reckons the Levante could help its annual sales rise past 50,000 units. In 2013, the brand sold 13,400 cars. Ambitious. **77**



Bentley's 2012 SUV concept turned heads and stomachs. The EXP 9 F's face has been revised for production, the headlights moving from a vertical to a more traditional horizontal orientation.



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# Ferrari 488 GTB

Maranello has finally gone the way of turbocharging. The new *berlinetta* is the 458 Italia's replacement **WORDS BY FERMAN LAO**

**T**he official hashtag #WordsAreNotEnough is very apt to describe Ferrari's latest and possibly greatest model to date. At the 488 GTB's world premiere, flashing in huge red letters beside an image of Enzo Ferrari was the statement, "The most important race victory is that which is yet to be won." It's been said Ferrari sells road cars as a means to go racing, so it's no surprise that its new offering integrates so many racing technologies.

For starters, turbocharging has made its way into the engine bay. It's not a matter of simply slapping on a couple of turbos, though; this is a completely new engine that displaces 488cc per cylinder (thus the name) and uses a multitude of efficiency-enhancing tricks in the racing book. Equal-length exhaust manifolds leading to twin-scroll turbo inlets drive the titanium-aluminum compressor wheels. The spindles are floating on ball bearings to minimize the engine's response time to the accelerator. Also employed are gasoline direct-injection, intake valves that have

been optimized to induce inlet charge tumbling for better combustion efficiency, and cylinder heads with friction-reducing roller finger followers. Whew!

What kind of fuel consumption can be delivered by a powerplant that makes 660hp and 760Nm? About 11.4L per 100km, or 8.8km/L. Equally interesting, the stomp-pulling torque is produced from 3,000rpm all the way to the top of the powerband in an absolutely flat curve in seventh gear. Ferrari's engine-management geniuses have programmed the engine to deliver varying amounts of torque in almost every gear, to ensure minimal wheelspin from launch and enable the 488 GTB to hit 200kph in 8.3sec. All that with the distinct Ferrari engine note intact.

But the engine is just one part of the story. Elsewhere, the second-generation Side Slip Control system now includes active suspension control and a much faster central processing unit. Basically, handling has improved to the point that the car turns so tightly, the driver



The interior looks more purposeful than the 458's





## TECH TALKING POINTS

### 1. SPLIT-LEVEL SIDE SCALLOP INLETS

The upper inlets supply air to the engine's intake and feed the rear bleed vents to reduce drag. The lower inlets cater to the charge air coolers to improve the intercooler's efficiency.

### 2. BREMBO BRAKES

Redesigned calipers, higher-silicon-content rotors, and a reengineered system yield a stopping distance from a speed of 200kph that's 11m shorter.

### 3. DOUBLE-SPLITTER

Form follows function in the 488 GTB's front end. The aerodynamic solutions here accelerate airflow and channel it to cool the radiators and increase downforce.

### 4. 3,902CC TURBO V8

Turbocharging the engine allows for variable torque control as the system manages boost in each gear to reduce wheelspin. This enables the 488 GTB to achieve 0-100kph in 3sec and 0-200kph in 8.3sec.

### 5. SIDE SLIP CONTROL 2

The latest generation of Ferrari's vehicle stability system now includes active control of the magnetic-fluid suspension. The result: unbelievable handling that virtually rotates the car around its axis for tighter turn-ins and faster exit speeds.

will swear his right foot controls not only acceleration and braking, but also where the car's tail end will go. Exit speeds with SSC2 are faster by some 12%.


What's sure to tickle the fancy of aero enthusiasts is how neatly the downforce-boosting design elements have been built into the car without making it look outlandishly garish—like, say, the Enzo or the track-only LaFerrari XX. The 488 GTB looks purposely clean, with its myriad of inlets, scoops, spoilers and diffusers adding to its beauty.

And each element does have a purpose, mind you. The front end bears the cleanest interpretation of the double-splitter found on Formula 1 cars, while still incorporating other air-channeling aids for better cooling and downforce. The side scoops

have split-level inlets, and perform three duties: provide air to the intercoolers, supply air to the engine, and feed the turbulence-reducing rear bleed vents.

At the back, a wide rear diffuser incorporates a variable flap to lessen drag at high speeds.

The coolest feature? The blown spoiler that ducts air through the base of the windshield, then vents it just above the area of the license plates to provide added downforce without the associated drag a traditional spoiler would have.

Oh, yeah, this car does 1:23 around Fiorano. 







# FULL FORCE

**The triathletes of Team Ford Forza showed what it really means to be tough as they pushed their way through each leg of the Century Tuna Ironman 70.3 Subic Bay**

**J**ust outside of the Subic Bay Exhibition and Convention Center, a small group of people arrive in a convoy of Ford Rangers and EcoSports. As they alight, large cameras snap photos and each of them takes a turn at interviews. If there had only been a red carpet laid out, one might have thought it was gathering of famous movie stars. But that's only partially true. They are the Ford Forza Triathlon Team: an assembly of athletes from different ages, skill levels, and walks of life; together now for the Century Tuna Ironman 70.3 at Subic Bay. That's a 70.3-mile triathlon, which translates to 113 kilometers—1.9 by sea, 90 on a bike, and 21 on foot. With well over 900 racers set to run it, this Ironman has drawn people from all over the world—Australia, America, Japan, and France. It's a tough race for tough athletes, and Team Ford Forza is about to take it on.

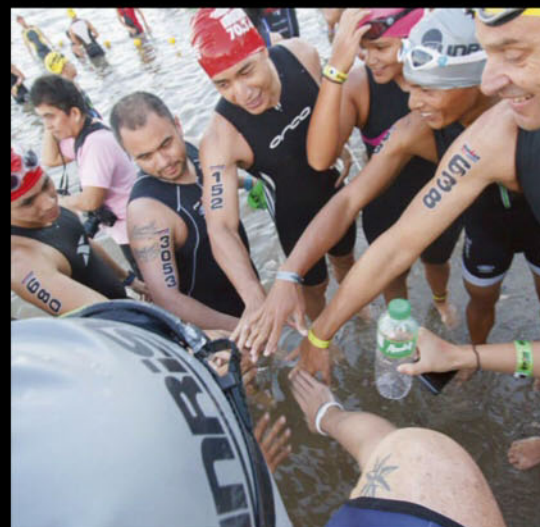
## THE TEAM

Team Ford Forza boasts a line-up not unlike the cast of a movie. Matteo Guidicelli, his father Gianluca, and his sister Giorgia are joined by Victor Basa, Dyan Castillejo-Garcia, Ivan Carapiet, AF Benaza, Kristy Onglatco, Jomer Lim, Ranvel Rufino, Stefano Marcelo, and Claudia Tagle. They've also enlisted professional triathletes Elmo Clarabal and Philip Dueñas as their elites. It's definitely a mixed bag. "The team is pretty

new; just formulated. We have different kinds of people... some that are seasoned, and some that are new," says team captain Gianluca Guidicelli. But each is as determined as the next to blaze through this triathlon.

## FURTHER THAN EVER

Almost 36 hours later, it's race day. Just as the rising sun begins to peak out of the mountain ranges surrounding Dungaree Beach, Team Ford Forza is already assembled



**FORZA**  
TRIATHLON

#fordforza #gofurther #builtfordtough  
@forzatriathlon Forza Triathlon





**“You need to be tough, both mentally and physically. And that’s what the team showed.”**



Team Ford Forza trained for months leading up to the Century Tuna Ironman 70.3 at Subic Bay, and their work paid off incredibly. Giorgia Guidicelli took first place in the women’s 18 to 24 age division, and their mixed relay team, lead by Stefano Marcelo and Claudia Tagle placed second.



on the sand. Donning swim caps of different colors—coded based on division—the team’s swimmers wet their feet against the tip of the shore for the first leg. The countdown to gun start begins, and tension amid the throng of triathletes builds. As the go signal breaks the silence, fireworks shriek upwards, leaving trails of colored dust behind. The Century Tuna Ironman 70.3 Subic Bay is under way, and Team Ford Forza is rolling in full force.

After they swim off into the distance and return to complete a near two-kilometer lap, not a second is wasted. With Matteo and the elites among the first to return, the mad dash to transition starts right out of the water. The 90-kilometer bike leg begins at Subic Bay International Airport’s airstrip. It’s a scenic start, but it’s also the racers’ first taste of the harsh sun that would beat down on them throughout the triathlon.

From the airport, bikers pedaled their way up to Floridablanca via SCTEX. It immediately becomes apparent that 90 kilometers is no joke, and that athletes are being put to the test. But the resilient trudge on—and not a single member of Team Ford Forza lets up. Zooming past tollgates and Subic’s forested outskirts, bikers return to the convention center to transition to the third and final leg: the 21-kilometer run.

At this point, many weaker men and women would have thrown their towels in. But it wasn’t that kind of day for Team Ford Forza. They took stride after labored stride on Subic’s roads. It was the denouement to months of hard work—a few kilometers left, bodies aching, lungs gasping for air, skin sizzling under the heat. One last push.

It was a little past noon when athletes began to cross the finish line. Elmo Clarabal came in at 33rd overall—Ford Forza’s first finisher. Matteo and Ivan followed not long after, and so did the rest of the team. Ford Forza’s men and women have completed the Ironman 70.3. The race is over, and racers are met with a deluge of satisfaction.

## BUILT TOUGH

It’s only after the race that one can begin to grasp exactly how demanding this triathlon is. “You need to be tough, both mentally and physically. And that’s what the team showed: they’re tough. They’ve shown that they have what it takes to go further and finish the triathlon,” says Prudz Castillo, Ford Group Philippines’ AVP for marketing. Team Ford Forza’s months of preparation have paid off. Not only did each of their racers finish—the team took home some decorations of their own. Giorgia Guidicelli placed first in the women’s 18-24 age division, and their mixed relay team, lead by Stefano and Claudia, placed second in their division. Those are titles that, on an event of this scale, are truly something to be proud of. And despite having just gotten done with this one, it seems that they’re already looking to the next race. “I struggled in the run, but now I know what to work on, for next time,” says Giorgia. In the manner of truly tough champions, Team Ford Forza won’t settle with their current success. They’re already set to go even further. ■



Victor Basa



AF Benaza



Ivan Carapiet



Elmo Clarabal



Philip Dueñas



Dyan Castillejo Garcia



Gianluca Guidicelli



Matteo Guidicelli



Giorgia Guidicelli



Gianpaolo Guidicelli



Jomer Lim



Stefano Marcelo



Kristy Onglatco



Claudia Tagle





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# CAR CULTURE

## THE BEAUTIFUL ONES

ASIDE FROM CARS, FEMALE MODELS ARE PERMANENT FIXTURES AT MOTOR SHOWS. BUT DO WE REALLY NEED THEM?

WORDS BY STEPHANIE ASI

PHOTOGRAPHY BY OCS ALVAREZ



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GEARHEAD

TRAFFIC STOPPER

A DAY IN THE LIFE

CAR CLUB





still book models for their events?

Sherlyn Co of Mazda Philippines offers an explanation: "Models act as an extension of our brand." Which explains why they are clad in outfits that bear the logo and the official colors of the company.

However, it is not enough that they look good in uniform and capture the interest of onlookers. They need to know how to subtly 'sell' the brand, too. "A good model will be able to engage the customers and draw them in to experience the brand," Sherlyn says. Sara de Guzman of Nissan Philippines echoes her statement: "The model's main role is to entertain motor show attendees and sustain their interest in cars by constantly engaging them." Meanwhile, Kathleen Lanot of Honda Cars Philippines notes that the models act as additional support to a carmaker's team.

To prepare the girls for questions that guests might ask, representatives from car manufacturers brief them on the vehicles they are sharing space with. "We normally discuss with them basic product knowledge of vehicles displayed," explains Carlo Ablaza of Toyota Motor Philippines. So, while not all the models are car enthusiasts, they will—ideally—be able to answer your basic queries about the vehicle. Or if not, they will be able to refer you to sales representatives on standby.

## THE SELECTION PROCESS

Did you know that choosing models for each event can be tricky? Yes, there are guys who will gladly volunteer to do this tedious task, but those in the business know it's not as easy as it looks. "The models we choose should exude a certain level of a corporate image that is aligned with the values of the company," shares Carlo. "For example, in Lexus, the models should look elegant and graceful, while in Toyota, they should appear young and fun."

Often, a modeling agency is involved. Before the marketing staff of a manufacturer holds a go-

**I**f a typical motoring event like the Manila International Auto Show (MIAS) has 30 booths of car, truck and motorcycle brands in the main exhibit hall, and each marque has around four female models, then there are roughly 120 beauties on the floor at any given time. And we haven't even included the booths in the other halls yet.

According to organizer Alvin Uy, MIAS in 2014 had 102,000 visitors and over 500 exhibitor companies. Assuming there's at least one model per exhibit in the wings where the other booths are, that's an additional 470 models or so, for a total of around 590 at the whole show. We did the math, and found out that there's one model for every 172 visitors.

Just imagine how it is at bigger motor shows abroad—Detroit, Tokyo, Paris and Geneva. We don't need the official figures to know if models also populate these events. When we check Instagram and Facebook, there are as many photos of gorgeous girls on our feeds as there are images of newly launched vehicles. Which begs the question: "Is the presence of female models necessary to make such motoring events successful?"

## MODELS FOR HIRE

We asked our readers via our Facebook page if they would still go to a motor show where there

are no female models manning the booths. The answer: a resounding yes. Most of them reasoned it's a car show, not a babe show. Furthermore, ladies were deemed unnecessary distractions from the vehicles, the true highlights of the event. Only a handful of respondents said that a car show without the ladies would be fine, but they wouldn't mind having girls around because it would be boring without them.

If that's the case, how come car manufacturers





see, the agency selects models who suit the brand and can handle the long hours of each show. The initial picks are then sent to the go-see. Only when the manufacturer's marketing head and representatives have chosen their brand ambassadors for the event will there be a shortlist. Necessary approvals from other departments will be secured to figure out who makes the final cut.

The selection process is very much like a job application: You pass your resume, come in for an interview, try to ace the test, and see if you get the job. For seasoned girls like Marga Marco, who has been in the modeling circuit for seven years now, the motor-show experience is a good avenue to showcase her skills and meet new people. Meanwhile, Lindsay Chetaud, who has modeled for Nissan, Toyota and Tata aside from appearing in TV commercials and magazine editorials, tells us that aside from meeting new people, getting lots of exposure at these motoring events is in itself already rewarding.

## 'MODELS ACT AS AN EXTENSION OF OUR BRAND'

With their stunning looks, we're sure these girls have many admirers. But has anyone been rude to them at a motor show? Lindsay recalls how one guy kept following her around the whole event. There are some men with 'wandering hands' who 'accidentally' touch the models below the waist when posing for a photo, and also others who ask for mobile numbers. But in general, there has never been any untoward incident between the models and the male attendees. "Most of the time, everybody is respectful," says Lindsay.

### BRAND AMBASSADORS

"For any event, the presence of a brand ambassador gives life to a brand," stresses Chris Yu of Volvo Philippines. "Models must be able to accurately embody the brand that they represent for them to add distinct value to any activity."

Any car guy who has ever been to a motor show can attest to the lively atmosphere there. The models add to that palpable energy because they draw in guests, but at the end of the day, the vehicles on display should still be in the spotlight, no matter how gorgeous the ladies are. It is, after all, a car show—not a beauty pageant. Sherlyn succinctly expresses the role that models play in every event: "The cars are the true stars of any car show. The models complement them." We couldn't agree more. 📷



Those lovely smiles are supposed to draw in the crowd and engage the audience



### WHAT THEY WEAR

- Most carmakers change their models' uniforms every event—not just to update the style, but to fit the theme of the car show or activity, too.
- Different people determine the design of these clothes. Nope, it's not based on a whim. Volvo Philippines, for one, has invited guest designers to create outfits for their models to wear at an event. The same goes for Mazda. For the others, their modeling agency and event partners have a say in the style.
- While the look of the uni-

form matters, other important aspects include the company colors and the placement of the carmakers' logos. The models are practically walking billboards during the car show so they should be readily identifiable with the brand. They should effortlessly reflect the marque's aesthetics.

Proper accessories and makeup are needed to complete the look. To achieve a uniform look, a makeup artist glams up the models. They're also advised to wear the right shoes for the event, like a pair of pumps at the car show and sneakers at the Vios Cup race.







# JEREMY CLARKSON

DRIVING USED TO BE SUCH FUN. IN FACT, A LONG JOURNEY WAS SOMETHING TO LOOK FORWARD TO. UNFORTUNATELY, NOT ANYMORE

**W**hen Mr. Cameron came to power nearly five years ago, he and his team announced that they would end New Labor's relentless war on the motorist and, as a sign of things to come, promptly abolished the absurd M4 bus lane.

But, instead of doing this, the various Ministers for Transport have simply sat on their fat arses doing—how did James out it in the Patagonia special—the square root of jack s\*\*t. Which is why, tomorrow, I shall be going to Leeds on the train.

I just can't face the M1 anymore. It isn't the road to hell. It is hell. It's like East Germany in 1968, only with more surveillance and even longer queues.

At the bottom end, near London, every gantry is festooned with cameras, to make sure you adhere to whatever idiotic speed limit some moron in a "control center" has decided is appropriate at that particular moment, and you can be assured that it's always about 64kph too low, even if it's raining and you are driving a Ford Anglia with see-through brakes.

And to make sure you don't run over any of the workforce, who plainly aren't there or the job would have been completed about 14 years ago, you are limited to 80.

And to make sure you do 80, there are average-speed cameras. And then you're in the North, which means that you are jockeying for position in the outside lane with half a million overseas-registered Dacias which are being

**'I WANT SOMEONE WHO WILL RISK THE POINTS ON HIS LICENSE WHILE I JUST SIT IN THE BACK'**

driven by people who've never experienced tarmac before and think that the speed limit is the top speed of their car.

Which is about 68.

By the time you get to Leeds, everyone has given you up for dead, held a funeral, sent flowers and gone home to grieve. And it's not just the M1, either. No motorway works properly, and soon, things are going to get a lot worse. New hidden speed cameras are being deployed, and unlike those already seen on motorways, they won't simply be turned on when the limit is lowered—they'll be on all the time, even in the middle of the night, in June, when the traffic is light and the surface is dry.

End the war on the motorist? Pah. The Tories have made it nuclear. Happily, however, they have kickstarted the economy, which means it's a little easier to start up your own business, which gives me an idea...

Let's look at the alternatives to the car. There's the train, which is extremely expensive. It now costs more to go by rail to Leeds than it does to stay where you are and buy a house. Then there's the bus, which is full of disease and drunk people who want to stick a knife in your heart. We can discount the bicycle, obviously, which leaves us with one option—get someone else to do the driving.

In London, there are two types of driver. You have a chap who's just arrived from a country you've never heard of, whose car smells faintly of lavender oil and sick, who doesn't know where he's going and can't get there anyway because he never puts more than P134 worth of fuel in the tank of his car. Then you have someone in a suit in a smart black Mercedes S-Class who does know where he's going and is very polite but he charges around P501,000 a kilometer.

Which causes me to wonder. Why has no one started a business renting out drivers? Just people who will come round and drive the car you already own? Seriously, why pay someone to drive you around in his car when you already

have one?

That's what I want: someone who'll risk the points on his license while I sit in the back and watch movies on my iPad.

All he or she needs is some kind of insurance, a smart smiley face, an ability to talk when the passenger wants to talk and not to talk when the passenger doesn't, a rudimentary knowledge of Britain, and fragrant armpits. And there are loads of people who fit that bill.

The only drawback to this otherwise brilliant plan is that whenever I drive with someone else, they aren't very good at it. This even applies when I'm close to home. James May, for instance, is very careful and smooth but getting anywhere takes a fortnight. Then there's Richard Hammond who is so busy swearing at every other road user, he misses gears and hits stuff.

Further afield, we find people who speed up for no reason and then brake because the speed they've created is frightening them. And others who swerve around obstacles that aren't there. Or who are so busy fiddling with the stereo controls, they don't see much of anything at all. Some people are so terrible at driving that if I employed one of them to drive me to Leeds, I wouldn't even get to Milton Keynes before I told him to get in the back and drove myself.

Perhaps this is why the government feels the need to wage war on drivers; because collectively we're no good at it.

There is, however, a solution to that... a solution that would make the roads safer, faster and less congested: make the driving test a lot harder. No, really. You can't play Premier League football unless you are good at kicking a ball. You can't do eye surgery unless you have a steady hand and a cool nerve. So why should you be allowed to drive if it's not really your thing?

I doubt that will happen any time soon, so, in the meantime, if you have a smile and clean armpits, can drive smoothly and know where Leeds is, then send me your details. I may have a job for you. 📧



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# Paeng Batuigas

## INDUSTRY EXECUTIVE

HYUNDAI ASIA RESOURCES' AVP  
FOR BRAND ACTIVATION ON  
THE IMPORTANCE OF A SPORTY  
IMAGE TO THE KOREAN CARMAKER

PHOTOGRAPHY BY VINCENT COSCOLLUELA

‘The image  
of power plus  
style makes for  
a brilliant road  
experience’



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‘She now  
prefers  
driving a  
stick shift’

## MAGIC ON THE TRACK

## JOYCE PRING

YOU’VE HEARD HER ON THE RADIO AND SEEN HER ONSTAGE. NOW IT’S TIME TO ROOT FOR HER AT THE RACES

**Words by**

Elaine Lara

**Photography by**

Kurt Alvarez

**Styling by**

Zoe Laurente

**Makeup by**

Joyce Ignacio

**Hair by**

Kaycee Lim

**Shot with a**

Vios Cup race car

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S

he has the room eating out of the palm of her hand. And she’s not even here to host an event, croon to her

regular radio listeners, or perform with her band. She’s in a room full of people prepping her for a Traffic Stopper shoot. Why? Because Joyce Pring is going to be behind the wheel of a Vios Cup race car this season—and she’s dead serious about beating the competition.

To think it all started when Toyota invited her to host the race series last season. The ultimate invitation, of course, was when the Japanese carmaker asked her months ago to try out the Vios Cup training program. Prior to this, Joyce had never known how to drive a manual, but she now prefers driving a stick shift because it gives her more control and lets her be more intimate with the car’s power. And during the slalom exercises, she even managed to rank third-fastest.

Despite seemingly having a flair for speed, this girl doesn’t mind being stuck in traffic. A breed of a different kind, right? We can see where Joyce is coming from—given the projects that she has, driving through a gridlock is her chill time, and she believes it’s the universe’s way of telling her to slow down in her fast-paced world.

Not that she’ll be a pushover in the Vios Cup. With all the time and effort she’s putting into honing her racing skills, “taking it slow” will probably be a nonexistent concept in her head while she’s out on the track. Because if there’s one thing she’d like to add to her game plan, it’s being part of Philippine motoring history. 🏁





AL MENDOZA

# BLING IT ON

HAVING A SECONDHAND CAR IN A COUNTRY WHERE YOU'RE EITHER VERY RICH OR VERY POOR, IS A FEAT

**I** am pretty sure that many of you car buffs owned secondhand vehicles before you got brand-new rides. I mean, we are not all rich. Some were born rich, but that's how life is: Inequality has existed since time immemorial. While some people have all the luck, millions of others weren't so fortunate when God distributed wealth in the universe. I guess you will agree with me if I also say that only a miracle can make the majority of us rich in our lifetime. With miracle, I mean dear God's stroke of sympathy.

Forgive the manifestation, please?

The terrible truth is that despite the much-ballyhooed economic growth in 2014, the bonanza of good life has not cascaded down to our entire brethren. If you disagree, how come a pittance of only about 500 bucks or so could be doled out to the country's poor through the bimonthly conditional cash transfer? You call that progress, a reflection of growth?

Think about it. There will always be the rich, there will always be the poor, and there will always be the middle class—and yes, the upper-middle class, too.

In my case, to be honest, I have some money, but I am not sure which sector in society it would safely consign me to. What I am sure of, though, is that my net worth is no magnet to kidnappers, and it doesn't make me as rich as Alfred Ty or Pepito Alvarez. They can be close to being billionaires, if they aren't yet. I am not even close to being a multimillionaire (am I

millionaire already, since the family now owns a house and lot?).

They own local car distributorships—Toyota and Lexus for Alfred Ty, BMW and Kia for Pepito Alvarez. I own a 14-year-old Altis, and my wife has an 18-year-old Lancer.

Look, this country of ours has been Third World for the longest time. It therefore remains difficult for the man on the street to acquire life's amenities for utter lack of money. Consider the figures: We are now about 100 million breathing Filipinos, and not even a million of us bought cars in 2014. Only 270,000 or so units were sold. What do those stats tell us?

You tell me. Progress, as I know so well if I may brag a bit, is like golf—a game of inches. I am realistic, if not a realist. Been that way since I was a kid dreaming of hitting it big in the city one day.

I don't know, but I knew immediately once I reached puberty that success of any kind will not come by leaps and bounds. I was fully aware that growth, like Formula 1, isn't about speed per se. To tear down target, you needed to do it one step at a time. To overtake means to score a decisive dive for glory, while to spurt and plummet means to somersault into oblivion. Always, ups and downs tango together. What rises must fall.

Data from the '50s show that only about a speck of our population controls the nation's wealth, and nothing much in the intervening years has changed. Almost 99% of our people still wallow in abject poverty. In contrast, there is only about 1% of our populace that live awash in cash.

That gap had hardly changed almost half a century later. The saying, "The rich only get richer, the poor only get poorer" has never been truer than true. The moneyed can only have more money, and the cash-strapped can only sink deeper in debt as time goes by. That has always been the harsh reality in life. Only the lucky can hit the big time, as in one suddenly

nabbing the lotto jackpot. The Good Book says, "You will always have the poor with you."

It forgets to add—or maybe, by design, it omits—what would have been a surefire cute classic: "And the rich will always be with you as well." The disparity has always been that atrociously glaring, but the truly sadder part might be that there is no foolproof measure immediately in sight that can close the ever-yawning gap.

Did you know that although our 270,000 vehicle sales in 2014 was a smashingly huge 30% increase from the car industry's 2013 performance, it was a mere midget compared with Thailand's yearly sales total of almost 1.2 million units? And, from those statistics, still only a handful of us can afford to buy a newly minted car—in cash?

Now, this easy-to-believe confession: My first car was secondhand. But I couldn't be prouder. Battered, bewitched, but not bewildered, my Austin Mini, even if it had seen better days by the time I got hold of it, had never had it so good before it was under my thumb.

I had it repainted immediately. Make that *sampaguita*-white. When it emerged from the shop, it looked spic and span, more than brand-new. I had its door sidings adorned with stainless clips that glistened in the sun, making my muscle stand out in the crowd with every trip to my roots from the late '70s to the early '80s. I had a blood-red star painted on its forehead, prompting a friend of mine to ask: "Does that not make you an obvious communist?"

But the best part about owning a secondhand ride for your first car is that you can dress it up at will—with impunity even. It would seem like it's been built to be tinkered and tampered with. In the end, my Austin Mini didn't just help lift my spirits. Its superbly sporty looks, what with my seat covers colored red and black, likewise made me an instant designer of note.

Bling it on, fellers. 📺

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WORLD-CLASS GAMING



ARIS ILAGAN

## JEJEMON CARS

BECAUSE EVEN IF CAR DESIGNS AND MODS ARE SUBJECTIVE, SOME ARE JUST OVERKILL, UNFORTUNATELY



**S**o, you want to be sporty-looking. Let's see. Admittedly, it takes away a few years from your appearance, gives an impression of dynamism and energy, and—get this—adds sex appeal. I can think of more reasons behind everyone's motivation to be labeled sporty, but these three are the strongest.

This is why even senior citizens with bulging tummies join marathon events wearing tight running jerseys. With their headbands on and heart-rate monitors strapped around their wrists, who cares if they look like *longganisa* as long as they feel fit?

Shifting into this month's sporty theme, being athletic-looking will always be an in thing in the car scene. Newly acquired units are driven straight from dealerships to aftermarket shops in Banawe or Evangelista, so that they may receive personalized and race-inspired accessories. Often, the owners ignore warranty agreements, and choose add-ons according to instinct—no research done, and no pre-installation planning, too.

This is when problems start, particularly with automotive electronic systems. Aside from altering their cars' computer-aided technologies and compromising various performance and safety aspects, some of these eager beavers likewise have no idea that they're transforming beautifully engineered machines into objects of ridicule. They don't even take the time to read the product specs of the

**'NOT ONLY DO THEY LOOK STUPID, THEY ARE ALSO SAFETY HAZARDS THAT MIGHT BREAK'**

accessories before installation.

My daughters Crissie and Tish can't help talking about these cars that have been accessorized to the point of overkill. Over dinner, this is usually our 'appetizer' or 'dessert' topic. And every time we have a family get-together, the two never miss mentioning them, asking me to explain how on earth the cars' owners could think of installing such devices even if it spelled disaster.

Crissie and Tish are one in branding these add-ons as Team JRS—or Jejemon Racing System. For example, who would think of placing black lights under the wheel wells? Crissie thinks that when illuminated, they make a car appear like a UFO ready to strike its enemy. But apparently, the black lights are sporty-looking to the owner.

Some innovative folks also have their own version of the 'wheel of fortune.' Although they're rare fixtures nowadays, these chrome-laced hubcaps never cease to get other motorists' attention because of their very distinct visual effect. They're actually two hubcaps mounted on top of each other, and when the wheel rotates, the cover rotates in the opposite direction. In terms of sportiness, my kids and I don't see the point. And yet when you see the face of the poor car's owner, he seems very proud of this fashion statement. Just eat your hearts out, guys!

Another classic Team JRS accessory is the bogus twin pipes that you usually see mounted on entry-level cars. It's really surprising to see a 1.2- or 1.6-liter variant with two exhaust pipes placed on opposite ends of its rear. Try looking underneath the car, and I bet you will find one of the pipes without a connecting line to the engine. The idea is that having twin pipes gives an impression of a highly modified ride. Yeah—it's more like a highly genetically modified organism that should be banned.


Getting hotter into the discussion, Tish unleashes her favorite Jejemon add-on: the hood scoop. These are made primarily for

turbocharged vehicles, but there are a lot of racy-racy cars out there with hood scoops even if they're not equipped with turbos. Never mind sacrificing the hood to bore a hole that will scar it for eternity. What's important is that the hood scoop is there...because it adds sportiness. Speaking of holes, I even know two motoring journalists who have mounted air vents on their car's roofs à la rally racer. But if you get in, you won't find any actual roof openings to let air inside the cabin.

And have you seen classic cars with long steel bars clipped on the leaf springs? Called traction bars in the '80s, these suspension-stiffening pieces of metal were installed to maximize the traction of the rear tires by preventing the back end from sitting during abrupt acceleration. Decades ago, they were popular and functional for drag races.

In the new millennium, race-tuned suspensions are everywhere. From lowering springs to high-performance shock absorbers, there are now so many readily available suspension upgrades that improve ride and handling. Still, some jurassic old-schoolers attempt to relive the glory of the past by adorning their rides with outdated suspension bars, believing that these are still attractive. They even paint the things a striking color, drawing more laughter from my daughters who call the accessories 'attraction bars.'

Talking about deception, don't take all those Brembo brakes you see peeking from behind alloy wheels as authentic. Look closer and you'll find that some of them are dummy calipers that have been inserted between the wheels and the brake rotor assemblies. Not only do they look stupid, they are also safety hazards that might break into pieces and jam in the wheels' moving mechanisms.

There are more Team JRS accessories that we can tackle, but I've used up my word count for this space. I have a feeling, too, that there will be violent reactions to this article. I invoke my right to freedom of expression. Jejeje! 





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ERLE SEBASTIAN

## CARS &amp; BOOBS

SOME MEN GET THE FASTEST SPORTS CARS TO BECOME THE SUPREME SPECIMEN—AND TO GET THE LADIES



**E**ver wondered why most men love sports cars—love to own one, or just plain look at one? It never fails. A sports car zooms by, and eyes automatically stray to look at the passing attraction. Much like when cleavage flashes, and eyes instinctively focus on the twin round mounds that rebound.

And how did sports cars come to be? Why was the invention of the automobile soon followed by the evolution of the sports car?

Perhaps it's all connected. Sports cars and boobs. Let's see...soon after German geniuses like Karl Benz and Gottlieb Wilhelm Daimler hooked up internal-combustion engines to three- or four-wheel carriages, men were racing them to see who could drive faster.

In the United States, there were innovators like Charles and Frank Duryea, who set up a factory to build gas-powered vehicles. The brothers were soon participating in the first officially recorded automobile race in 1895, which was sponsored, interestingly enough, by a newspaper, the *Chicago Times-Herald*. The Duryea brothers won the race and the \$2,000 prize money, and were soon manufacturing limousines and getting all the boobs they can get from the distaff side of mankind. I am making up the last part.

There were at least 70 other manufacturers and participants in the *Chicago Times-Herald* race, too. Pretty soon, more cars were on the roads and trails. And it wouldn't be too farfetched to believe that drivers were soon

racing each other to the next river or junction in the countryside, or across an intersection in the city, leading to the first fender-bender.

In time, men were prepping cars just for racing. Looking for every little bit of edge, closely guarded mechanical or technological innovations. The practice still holds true today. Manufacturers quickly recognized the demand for fast automobiles, and among the men who loved racing was Enzo Ferrari, who started out as a test driver for Fiat, later formed the Scuderia Ferrari racing team, and eventually ventured into making street-legal versions of race cars that came to be known as sports cars.

Sports cars needed to be fast and look fast. As such, they paralleled the development of race cars.

The first race cars looked chunky, mechanical and mean. Because of the need for bigger engines, some began getting longer and sleeker hoods, looking more like wieners with wheels. Maybe this was why some sports cars appear muscular and manly. But even before car designers discovered aerodynamics, race cars—much like early automobiles—became curvier, with front fenders mimicking mammary glands and rear ends like booties.

And because they only get faster with the latest in technology, race cars were among the first to get the newest developments for squeezing the most horsepower out of engines, the most grip out of tires, and the best performance out of electronics and mechanicals for braking, accelerating, and shifting gears. And then whatever technology that got tested on race cars were soon found on sports cars.

But I digress. We're going away from the connection between sports cars and boobs. And, come to think of it, wieners.

Some say it all boils down to sports, as in competition to see who is better at, say, playing with his balls. Throwing them into baskets, hitting them with bats or rackets, rolling them into holes. Who can run faster, jump higher,

and walk, bike or swim longer distances.

Any activity known to man—like peeing and drinking—ends up in a competition to see who is better at it.

Where did they get this instinctive need to compete? Well, National Geographic provides the details with documentaries. Lions slash each other with their claws and teeth. Giraffes hit each other with their long necks and knobby heads. Elephants try to blow each other away with their trunks. One or all of the aforementioned details may or may not be true. But one thing is fact, according to NatGeo: Lions, giraffes, elephants—virtually all species—compete for the privilege to procreate.

Now, others don't really resort to beating up their fellow creatures to be the alpha male of the pride, herd or tribe. They just need to preen. Peacocks spread their feathers to attract the ladies. Toads croak. So, perhaps men dig sports cars because they just want to get the ladies and procreate—or at least simulate the acts of procreation without bearing progeny.

Maybe we can ignore all the tripe motoring journalists spout about how they love one sports car or other for the way it handles on the road. Or the way it looks fast just standing still.

Because it really is not all about speed. While some men do acquire sports cars because they like driving them, others just want to show that they can afford Ferraris, Lamborghinis and Porsches. It's about how sports cars represent the owner or driver as rich, powerful, fit and able—aka Darwin's choice for the betterment of the species. The alpha male of the gene pool.

Perhaps one branch of behavioral science is right about one thing: Men are all driven by the need to procreate, to reproduce, and to propagate the human race. Then all competition, all sports, and the love of sports cars are really about getting the ladies. And no disrespect to the ladies out there, but we have seen how sometimes, justice isn't served when the guy with the Ferrari bags our dream girl with the perfect boobs. 🍆

**'IT ALL BOILS DOWN TO COMPETITION, TO SEE WHO IS BETTER AT PLAYING WITH HIS BALLS'**





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This is a car nut's ultimate dream man cave. But for one guy, it's his daily office

# Little shop of vroom

WHAT'S IT LIKE TO BE THE BOSS OF A SHOP THAT HARNESSES YOUR CAR'S SPEED? IN A WORD, STUPENDOUS!

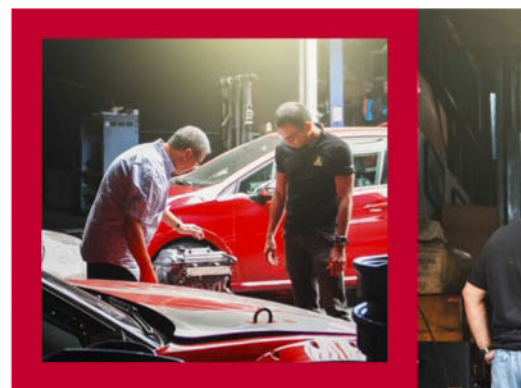
**WORDS BY**  
ANDY LEUTERIO  
**PHOTOGRAPHY BY**  
ALFRED MENDOZA



**A** stock Nissan GT-R punches out 485hp at 6,400rpm and brings the power to all four wheels through a slick dual-clutch transmission. By nearly any standard, this is a lot of firepower for a car made to eat up the 'Ring and terrorize your favorite set of switchbacks. But for Carlos Gono, the man who runs AutoPlus Sportzentrum, it is just a starting point. It might not even be adequate, because the shop has an R35 that belches just over a thousand horsepower...at the wheels. Can you spell I-N-S-A-N-E?

AutoPlus can do general servicing for just about any car, but let's not kid ourselves, folks. When you bring your car over to their austere little outfit on EDSA, just several hundred meters past the Mercedes-Benz and Subaru showrooms, you are going for the full monty. You may also want to bring a blank check, too, because *upgraditis* is the norm here.

"When you bring your car to the *casa*, you bring it for maintenance or because there's something wrong with it," says Carlos. "But when you bring it to AutoPlus, it's not






because there's something wrong with it. You just want to make an already good car even better." Word.

A quick tour validates his words. You won't see any froufrou rain covers or steering-wheel covers; instead, there's some serious hardware. If you ever want to enter the horsepower arms race, Carlos is the Lord of Horsepower you will want to see. Shelves loaded with slotted brake rotors at five to six figures a pair, high-performance spark plugs, track-worthy clutches, gallons of Motul, and all manner of Nismo parts (AutoPlus is the only authorized dealer of Nismo here).

For all the excitement the shop offers, it's sort of anticlimactic to find out that Carlos is not an engineer by profession. "I majored in economics. *Hilig lang talaga*," he explains. The idea for a high-performance shop came from his San Francisco-based uncle who also ran something similar. AutoPlus came about in the '90s and made a name for itself in the local circuits with Jody Coseteng at the helm of its Civic. From those auspicious beginnings, AutoPlus has grown into a world-class tuning shop that Ferrari, Benz and Porsche owners aren't afraid of visiting in order to make their rides not just faster, but effin' faster.



The place is full of serious hardware and people bent on improving your cars

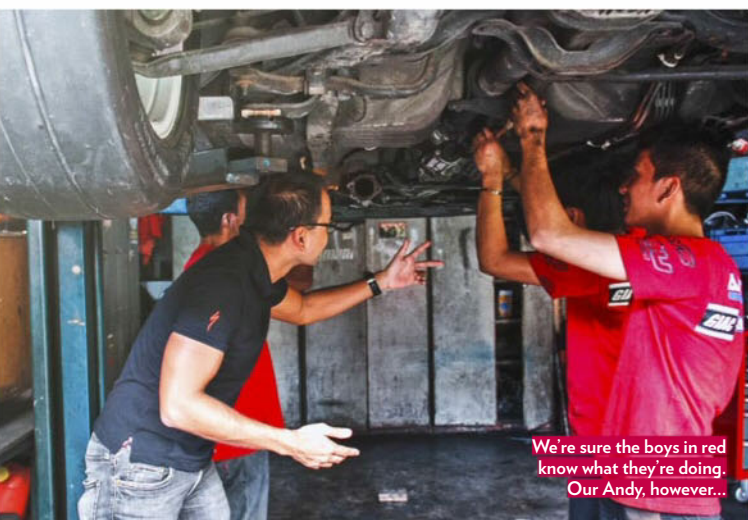


ally earns its cred. Aside from bringing in parts abroad, the establishment can also custom-fabricate parts as needed. The in-house machine shop is littered with stock crankshafts, pistons and engine blocks, all of them discarded in the pursuit of stronger, lighter and faster.

Carlos takes great pride in knowing his stuff: "Before we work on any car for a customer, we make sure we've done it before on our own cars. We know what works and what doesn't." AutoPlus also has a four-wheel dynamometer—a must for any serious tuning shop these days.

On a lift is an R32. Its owner, who has requested not to be named, regards it in the same way a jockey might look

## 'You just really want to make an already good car even better'



We're sure the boys in red know what they're doing. Our Andy, however...



Carlos Gono shares a secret or two to making cars go fast

So, how does Carlos's day begin? Well, picture a gentleman farmer waking up to a coffee, seeing off his family, and tending to the farm (a piggery, actually), before heading to the shop. "On average, we service one car a day," he says. "Servicing" could mean anything from a simple tune-up to a custom turbo installation. On the day we pay him a visit, there's a Toyota Yaris implausibly sharing space with a rare Chevrolet Nova, an R34 under wraps, a Porsche Cayman needing a brake job, a BMW 5-Series, a Porsche 911 Turbo, and an R32 Skyline.


Carlos is quite pleased with, of all things, the Yaris—his new prototype project. "We got a 1.3-liter Yaris because it had the manual transmission, then we got a 1.5-liter crate engine and added a turbo," he shares. "Then we put in a bigger intercooler and an LSD, and also changed the brakes and suspension. It makes around 200hp at the wheel now."

He also seems quite excited to break in the car that night. "I'm pretty confident it will work this time. We tried it before with a Vios, but the engine blew somewhere on NLEX after running the turbo all day," he recounts. From that experience, he and his team have learned to beef up the engine's internals.

And you see, this is where AutoPlus re-

ally earns its cred. The car has matte-silver paint and its fair share of nicks and scratches. It has obviously run quarter-miles, and is being prepped for yet another series of traps. Thanks to AutoPlus's expertise, it is conservatively rated at 800whp. You get the feeling the owner wouldn't trade the car for a brand-new 911, which must seem awfully slow once you compare the specs.

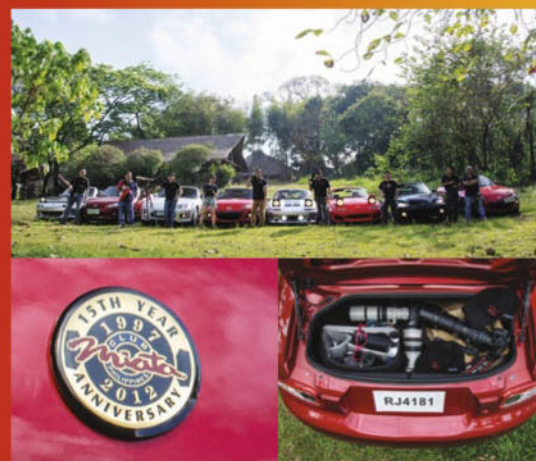
A steady parade of cars makes its way into the shop as the day progresses. A Peugeot 208 GTi rolls in, followed by a normally aspirated Subaru Impreza. They look pretty damn stock to me, but just the fact that they're in here gives away the strong possibility that they're holding a dirty little secret under their hoods.

As I get into my own car and drive off, I reflect on what magic such an outfit does for its customers. Seriously, nobody really needs more than several hundred horsepower at most (right?!), but the addiction to speed defies explanation. Do you really need a 1.21-gigawatt car that shreds the quarter-mile in under 10sec and might achieve liftoff if you gave it wings? Probably not, but you damn well know you want it anyway. When you come to grips with this simple truth, AutoPlus will be more than happy to share the gospel of St. Crankshaft with you. 





MIATA CAMERA CLUB



# Shutters and speed

A GROUP BROUGHT TOGETHER BY A CLASSIC MAZDA AND BONDED BY CAMERA CLICKS



**C**ar enthusiasts are generally tech-literate—we love our cars and, by extension, the technology that goes into them as well. With every new generation of automobile, technological advancements have increased exponentially, from fuel-injection and torque vectoring, to smart-key systems and electronic control units.

The same goes for cameras. The advent of the digital camera sensor—not to mention the speed of its evolution and adaption into new models and camera phones—has driven film cameras to the sidelines. Cameras are now basically available to anyone at any time.

It makes absolute sense, then, that people who have a fascination for cars would also appreciate digital cameras. On this premise, the Miata Camera Club was born.

It started simply enough: Ven Rojas, a member of the Miata Club of the Philippines since 1997, attended a photography workshop by the Federation of Philippine Photographers Foundation. When he realized that his newfound passion for photography went with his existing passion for Miatas, he founded a photography



subgroup within his current car club.

The price of entry is a bit steeper compared to that of typical car clubs. First, you must own a Miata. Second, you must possess a camera. Third, you must have a passion to learn photography.

The camera can be of any brand: The club's 20 members own a mix of Canon, Nikon and Sony units, with a few people toting Leicas.

The members also drive various generations of Mazda's venerated sports convertible—from the first-gen model that was introduced in the Philippines in 1996, to the 25th Anniversary Edition that came out last year. Through these cars, the Miata Camera Club members feed their passion for driving, and express it through their photography.

The group joins the usual fun runs, but they also join local and international photography contests apart from serving as official photographers during the activities of the main Miata club. During the Miata Cup at Clark International Speedway, they have the chance to take tight racing-action shots and tight racing lines. If you want to learn more about driving your Miata for the sheer pleasure of it, and also dream of taking the best photos to populate your friends' Facebook newsfeed, then this is the car club for you. [7](#)

## JOIN THE CLUB

Do you have a Miata in the garage and a camera in the bag? Interested applicants may contact **Ven Rojas** at (0917) 831-3226 for more information.



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RICHARD WILHELM B. RAGODON

# Past and Curious

**THIS MONTH:** MORE THAN A CENTURY OF MOTORSPORTS THAT TOOK PLACE ON DIRT ROADS AND RACETRACKS



**A**rcheological finds of ancient tracks around the world indicate that terrain racing has existed for centuries.

Racing existed before the advent of the automobile, with speed contests first carried out on foot, and then using animals, chariots and carriages. It has also existed in the country for centuries.

Locally, carabao and horse races had been run on dirt tracks in Luzon and Mindanao before bicycle racing began in the 1890s. The Hassam Brothers, the distributor of Rambler bikes, built a cycle track at Dulong Bayan (now Rizal Avenue) to promote lap races among bicycle owners. League races were held at Wallace Field (Luneta area) and municipal plazas.

By around 1905, cars were being raced illegally along Taft Avenue and Malecon Drive, so in 1908, the Manila City Board promulgated an ordinance limiting road speed in the area. As one of the main attractions at the Manila Carnival, an automobile obstacle race was also held. In 1910, a racing promoter eventually used the San Lazaro oval track as the venue of the first car race.

Chrysler and Plymouth dealer Luneta Motor Company presented the first automobile stunt show in 1937 at Rizal Memorial Coliseum. It aimed to demonstrate the safety aspects of the latest "all-steel" enclosed vehicle models. Similar shows were held in 1964 and 1973. Using Volvos, Viking Cars sponsored a stunt show at the Luneta Grandstand in the late '90s.

Car racing was revived in the '50s. Nichols Air Base (now Villamor) became the venue of the first quarter-mile race in 1954. One year later, the first circuit race was held at the Santa Ana track in Makati. A major racing accident put a stop to the sport in 1956, but with more people

## FROM THE ARCHIVES



### First car race (1910)

The earliest official car race in the Philippines is held at the San Lazaro Hippodrome.



### Stunt show (1937)

This photo shows a vehicle that has just turned over at a car stunt show at the Rizal Coliseum.



### Economy run (1956)

In December this year, the Mobilgas Economy Run takes place. The starting vehicle is a 1956 Imperial.

becoming interested in motorsports, other means of competition, including one for boys, were introduced.

Held in the US since 1934, the Soap Box Derby race was introduced in the country at Clark Air Base in 1955. Another followed in Quezon City in 1956. Boys from age 11 to 15 were encouraged to compete using homemade engineless cars down a hill. Sponsored by Better Boys Association and others, derbies were held until the early '70s. In 1962, the Cebu Jaycees sponsored a race in Pardo, Cebu. The local winner represented the country in the International Soap Box Derby competition in Akron, Ohio.

Mobilgas and Caltex sponsored Manila-Bagui "economy" runs from 1956 to the early '60s. Shell backed the first car rally in 1962, while Esso supported the first "Jeepney King" driving-skill competition in 1968. Other motorsport forms such as circuit (Cebu Grand Prix, Manila Grand Prix), drag, karting, off-road safari, dirt biking, and soapbox derby also began that decade.

Still, there were no permanent tracks available; events were held on public thoroughfares, reclamation areas, and private subdivision roads. Batangas to Nueva Ecija, including the Sierra Madre dirt roads, became the venues of off-road and rally races until the '90s. A plan between the government and private entities to build a permanent track that met international standards came about in the early '80s, but the February 1986 events put a closure to the endeavor.

It was in 1992 when the dreams of racing enthusiasts became a reality with the opening of Carmona Racing Circuit. This was followed by the opening of Subic International Raceway in 1994, Batangas Racing Circuit in 1996, and Clark International Speedway in 2009. As you read this, racetracks in Cebu and other southern provinces are being planned.



## MOTOR WORLD

MEET THE MEN BEHIND THOSE DESIRABLE CARS THAT HAUNT OUR DREAMS



### JAPAN

To all the owners of our 2012 Car of the Year, you have a man named Tetsuya Tada to thank for creating your affordable sports car.



### USA

Zora Arkus-Duntov may not be alive to witness his mid-engined dream, but his legacy lives on in the 2017 Corvette C8 Zora Z1.



### UNITED KINGDOM

Neil Patterson's goal was to build cars like the McLaren MP4-12C, which offer accessible performance, no matter what ability the driver has.



### ITALY

BMW poached Roberto Fedeli from Maranello last year. With the LaFerrari and the F12 Berlinetta on his CV, who wouldn't?



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**Way of Life!**





**ROBBY CONSUNJI**

# Wheels of Justice

**QUESTION:** ARE THERE LIMITS TO A CAR'S PERFORMANCE FIGURES IN THE PHILIPPINES? IS THERE SUCH A THING AS A TOO-POWERFUL CAR FOR NORMAL ROAD USE?



## THIS MONTH ROAD-LEGAL PERFORMANCE CAR

**T**he key legal limit to blasting away in a powerful car on a public road is obviously the speed limit. There is no such thing under the law as a “too-powerful car for normal road use.” The law defines a road-legal car by several minimum standards, but it does not set a limit to performance figures. We must take up the rules of car ownership separately from the rules of car use.

The aforementioned minimum standards are found in several laws, such as the Land Transportation and Traffic Code (RA 4136); the Clean Air Act of 1999 (RA 8749); the Seat Belts Use Act of 1999 (RA 8750); the law banning the registration and operation of vehicles with right-hand steering wheel (RA 8506); and the regulations banning ozone-depleting substances in A/C systems. There may be related but obscure regulations that are not faithfully enforced, so we will deal only with the major laws and regulations.

The Supreme Court has recognized that the legislature, in the exercise of police power, has the authority and responsibility to regulate how and by whom motor vehicles may be operated on the highways. Early court decisions referred to motor vehicles as “vehicles of great speed and power,” and “instruments of potential danger” to persons and property upon the highways. Their use is thus subject to legislation.

The Land Transportation and Traffic Code was enacted into law in 1964—over 50 years ago. Our laws and regulations have not kept abreast with developments in automotive technology. In rating today's cars, the statutory criteria can be too basic and even irrelevant.

In layman's terms, road-legal refers to

a motor vehicle that meets the technical standards set by laws and regulations relating to lighting, signal lights, and safety equipment. In addition, the motor vehicle is registered and licensed to be used on public roads or highways.

The Code defines “highways” as “every public thoroughfare, public boulevard, driveway, avenue, park, alley and callejon, but shall not include roadway upon grounds owned by private persons, colleges, universities, or other similar institutions.” Special-purpose race cars might not conform to the technical standards to be road-legal or roadworthy. Hence, they are used only on privately owned property or racetracks.

The Code, as amended, sets permissible weights and dimensions of motor vehicles in highway traffic. The maximum gross weight, unladen or with load, permissible on public highways is 3,600kg per wheel or 13,500kg per axle. A motor vehicle operating as a single unit must not exceed the following dimensions: overall width of 2.5m, overall height of 4m, and, for passenger vehicles with two axles, overall length of 11m. The Code and the related LTO Administrative Order also have specific technical standards for tires, brakes, horns, exterior lights, windshield wipers, mufflers, seatbelt anchorage, mirrors, instrument gauges, and so on.

Here's an example of an obsolete standard that needs updating: The pertinent section of the Code provides that “no motor vehicle with metallic tires shall be operated upon any public highway, and solid tires whenever used shall be of sufficient thickness to prevent the metal rims thereof from coming in direct contact with the road.”

Another archaic standard is the Code provision that every motor vehicle “shall

bear two headlights, one on each side, with white or yellowish light visible from the front.” Current automotive lighting technology has criteria more specific than “white or yellowish light.” More brand-new cars are fitted with daytime running lights, and the aftermarket is flooded with a variety of lighting accessories. There is a need for the LTO to regulate the sale and installation of these accessories.

Yet another out-of-date standard of the Code mandates that “no motor vehicle shall be operated in such a manner as to cause it to emit or make any unnecessary or disagreeable odor, smoke or noise.” The Clean Air Act of 1999 regulates vehicle emissions with a technical standard for exhaust gas emissions. But the Code and regulations have yet to set a technical standard for noise.

In the absence of a law that specifies performance limits, the Civil Code provisions on what constitutes a nuisance can be considered. In simple terms, a powerful car can be a public nuisance when it “endangers the health or safety or others,” “annoys or offends the senses,” or “obstructs or interferes with the free passage of any public highway or street.”

If your car is too noisy, too ugly, or simply too wide for your street, you can expect the neighbors to ask city hall to “abate the nuisance.” If the fumes or noise from your car is unhealthy, the district health officer has the power to seize and remove it without judicial proceedings. You can be held liable for damages to the complaining neighbors.

So, will the fastest car in the world today be road-legal here? Yes, it will pass the minimum standards set by Philippine laws. The driver of such a car, however, will still have to comply with speed limits set for roads and highways. 🚗

**Special-purpose race cars might not conform to the technical standards to be road-legal or roadworthy'**



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## HIN4 MANILA

HOT IMPORT NIGHTS

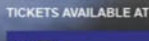
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CARS THAT MATTER: TEST-DRIVEN AND RATED THE *TOP GEAR* WAY

# SHAKEDOWN

THE  
SPORTY  
ISSUE

THE BIG TEST

## LAFERRARI vs 918 vs P1

It's the ultimate three-way battle







LAFERRARI VS 918 VS P1

# Holy trinity

We drive the three most wanted hybrid hypercars **WORDS BY** CHARLIE TURNER, TOM FORD & OLLIE MARRIAGE

## Ferrari LaFerrari

**F**errari calls it “torque-shaping,” the way it uses electric urge from the multicell battery mounted under the seats to fill the weak spot before the V12 does its best work. Thus, the V12 can be optimized for higher rev capability, and the LaFerrari’s throttle response becomes literally electrifying. It’s the car that feels the least hybrid of the three, deploying its power in a very traditional manner. That’s not to say it’s not absolutely ballistic, but the dynamic and delivery cues are easily recognizable. It’s really ‘just’ a 458 Speciale with twice the power output.

The thing is, if someone said this was some experimental V12 engine,

you might not even clock the electrical gubbins at all—no badges, no buttons, no EV mode or pretense to silent running. The LaFerrari harvests electrical energy with one simple aim: make a very fast car even faster. It’s not the most forward-looking car here, but it sure is effective.

We’re not allowed to track-test these three, but Ferrari allowed us a few laps of its Fiorano test circuit for reference so that we could fully deploy the LaFerrari’s 950hp without fear of immediate prison time. What those minutes reveal is that this will possibly be the greatest three-car test in modern history. At full stretch, the LaFerrari is ferociously accelerative and eerily stable, and brakes like a shove to the shoulders. In the right mode—in our case, Race—the guidance systems also allow us to feel like heroes without actually needing to be legends. And this thing howls.

A brittle V12 soprano with the kind of throttle response that feels like witchcraft. Which it is, of a modern sort. But this isn’t a circuit test. And with that in mind, we’re kicked off Ferrari’s hallowed ground and drive carefully out of town. The LaFerrari turns out to be an easy companion. You almost forget you’re driving the apogee of Ferrari’s

### IN DETAIL



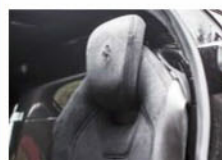
#### F1-INSPIRED

The setup of the car can be altered via the manettino rotary switch.



#### ELECTRIC DREAMS?

It’s the first Ferrari with the HY-KERS system, but feels the least hybrid here.



#### FIXED PARTS

The seats are attached to the tub. The pedal box and steering wheel adjust.

road-car program, as long as you ignore pedestrians walking into lampposts and small children hauling their mothers to a dead stop in a whiplash of wonder.

And when we finally get out of town and onto the long, sweeping Italian A-roads, the LaFerrari accelerates up the road like a thrown punch. That 161hp of electrical urge? It’s just there to slice open the bottom of the torque curve of the V12 and stuff it with the throttle response of the gods. No wait, no lag, just endless, soul-buffeting acceleration and noise. It’s a bizarre feeling, this speed of reaction.

A simple V12 has never flared to input like this, but the electric KERS-like power doesn’t feel unnatural. And the steering is ultra-sharp, almost disturbingly so, flicking the car rather than steering it, at least for the first few miles. There is a whiff of body roll, instructive and intended, and the brakes are ridiculous. There is also one of the most spectacular front ends on any road car we’ve driven, apart from, unsurprisingly, a 458 Speciale—on a dry road, the LaFerrari will stick where you think it will slip, eke grip where you think it will falter.

And you can use the power. Not all of it all of the time, but get it right, and this is a car to end all things.

PHOTOGRAPHY BY LEE BRIMBLE AND ROWAN HORNCASTLE



The beauty of the LaFerrari is its simple operation





## Porsche 918 Spyder

If you want a taste of the future, then the 918 really is the only car to have. Blending a 4.6-liter naturally aspirated V8 engine with a pair of electric motors gives both immediate throttle response and the heftiest torque figure of the trio. The extra batteries also bring with them greater weight, meaning that the 918 is 239kg heavier than the P1 and 289kg more porky than the Ferrari. And yet, from a standing start, it's easily the quickest—all-wheel drive and sophisticated traction control mean repeatable results, no matter the surface.

We also found the 918 to be the car with the biggest difference between Race mode and “all off”: Switch off all the electronic minders, and the fastest Porsche becomes tricky. Leave them on, and you'll be gasping. It's also the only car here that feels like it was designed from the outset as a core-deep hybrid. It runs several modes, all of which incorporate electrification to the fullest degree, and it's the only one that wears a hybrid badge. Excellent.

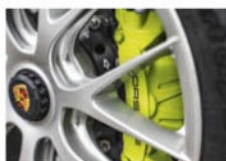
We latch the Porsche onto the back, and together we go in search of the final bright-red piece of the jigsaw puzzle.

### IN DETAIL



#### CONNECTIVITY

The 918 is a modern marvel with all the technology in it.



#### STOPPING POWER

The brakes can stop all of the car's 887 horses effortlessly. There's no fade.



#### UPRIGHT

There's power height adjustment, but the backrests have a fixed angle.

Just from these first few kilometers, we'd be amazed if the Porsche isn't the most multidimensional, the everyday hypercar. Its swipe touchscreen is an all-consuming joy; the sound system has real might; it'll do 0-100kph in six seconds in total silence; you can take the roof off. It's the best-constructed, the most imaginative, the most comprehensively developed, the most otherworldly. And yet we wouldn't have ours in this spec, with bare carbon footwells and seats more upright and pious than a church pew. We'd have ours with carpets and easy on the harnesses—it would suit the car's demeanor better and do nothing to upset the fundamentals.

No, the brakes don't have real feel and finesse. The front driveshafts mean we doubt the 918 has the steering purity of its rivals, and the ride is on the brittle side. On tight hairpins, the 4WD system proves decidedly rear-wheel-drive, but it's still so fast and makes an unbelievable noise. We love putting the Porsche in a high gear at low revs and feeling the instant electric shove, the gradual handover from e-motor to feral race-derived V8. Give the 918 its head, and it charges so hard and is so absorbing and all-consuming. We adore it: It's wheeled proof that the future of the sports car is in good hands.

We find the 918's seats incredibly vertical. In the Ferrari, you sit reclined on pads attached to the carbon tub and move the pedal box and steering wheel, but in the 918 the seats feel rally-car upright. It's also harder to get into with the roof on. The Ferrari's side-impact crash structure lifts away with the door, making for surprisingly elegant and easy egress and ingress, but to clamber into the 918 is to post yourself into a smaller hole than you imagine possible.

And yet the 918 is beguiling. It's less flash than the Ferrari, less ostentatious, more considered. Less aggressive than the McLaren. Inside, it's more futuristic, inventive and exciting. It feels like it's pushing into new territory, with a slab of swipeable touchscreen glass, configurable TFT dials and the potential for proper EV-mode usage. ➤



Porsche demonstrates its take on the future of the sports car





## McLaren P1

**T**he P1 is the car that feels most reliant on its aerodynamics. The active rear wing and the crackles Race mode, where the rear wing lifts skyward and the suspension drops 50mm, are track-only. It's even got a DRS button on the steering wheel to back off the rear wing's angle of attack during track-based passing maneuvers. Even when going more slowly, you will be assaulted by a serious weight of boost pressure. The P1 really does celebrate its turbocharging, and punting out 727hp from a 3.8-liter V8 alone is no easy undertaking for a road car. And although the electric motor fills in some of the turbo lag, you are still more than aware when full boost arrives.



Especially as it presents itself exclusively to the rear wheels. And yet the P1 also takes full advantage of its electrical ability—you can drive it around for 9-12km on pure electric. It's not, it has to be said, the easiest of cars in which to go fast down an unknown road—it demands your concentration more than the other two.

Our first experience of the P1 was being chauffeured at speed by McLaren development boss Chris Goodwin around a Noah's Ark-specification Spa-Francorchamps. An experience that will remain permanently etched in an area labeled "moments of extreme peril." That day, despite the rain-soaked track, in Goodwin's hands, the P1 felt hardcore, devastating and violent—a new assault on the senses. And it was—let's not forget the P1 was the first of these cars revealed and driven—the new benchmark. But benchmarks are there to be challenged.

To our mind, it's the least attractive of the three in all but Track mode, with a sinister aesthetic that we find awkward and disturbing—but that might just be a flashback to Spa. Less so on the inside: The interior of the P1 feels brilliantly resolved, the carbon-fiber MonoCage wrapping around the driver, with the transparent roof panels generating

### IN DETAIL



#### THE FIGURES

The graphics are pretty cool, and displays the info you need to know.



#### NEVER GET LOST

The McLaren has all sorts of tech, including satellite navigation.



#### SCARLET TOUCH

Red bucket seats are a nice contrast to the mainly carbon-fiber cockpit.

useful airiness. But it's time to get on with it. Northern Italy in late November is cold, and the roads are damp and lined with patches of autumn color freshly detached from the trees. Today really isn't the day to make an apologetic phone call; it's time to focus.

The route to the meeting point showcases the P1's talents, and the initial thing that strikes is its tractability. Driving through towns is as easy and effortless as it would be in a 650S. And then out of town, the P1's gathering of speed is dramatic—as the turbos spool up, you're constantly aware of the hypercar's huge potential.

But you have to show respect: Hard-shift from second to third, and the P1 will break traction on the damp roads and focus the mind. It's spiky, but that spikiness is what makes it so attractive. It's a car you would never tire of: The journey to mastering it would be long and occasionally alarming, but hugely rewarding. It is a furious car, the McLaren, the most uncompromised of these three. It suffers the most road noise, and bombards you with a barrage of noises. The seats and the steering wheel are fabulous, the best here. You're clenched in place. The P1 asks much of the driver, but if you're on your game, it will give you greater thrills. ➤



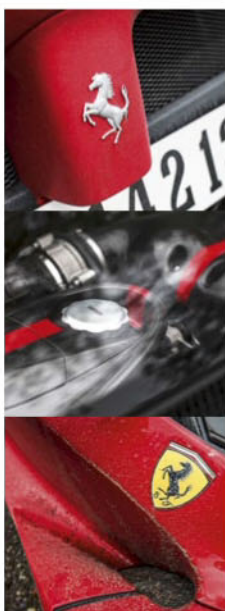


‘When we finally  
get out of town, the  
LaFerrari accelerates  
like a thrown punch’

A dynamic shot of three supercars—a silver Porsche Carrera GT, a dark McLaren 675LT, and a red Ferrari LaFerrari—driving along a winding asphalt road on a grassy hillside. The cars are in motion, with a blurred background suggesting speed. The LaFerrari is in the foreground, leading the pack.







Ferrari LaFerrari

### LIFE ON THE INSIDE

- 1 The steering wheel is small and squarish, proof that their road cars are influenced by Formula 1.
- 2 Various control systems, such as the hybrid system, are integrated into the gauge cluster.
- 3 The necessary controls can be found on the tiller, like the *manettino* control knob.
- 4 Just like on an F1 race car, the seat is part of the tub. It's the pedal box that adjusts instead.
- 5 Extensive use of carbon fiber underneath and inside the LaFerrari sheds the weight.

### LIFE ON THE INSIDE

- 1 The center-mounted rev counter is a lovely thing to look at. Driver info display is to the right.
- 2 The ignition switch positioned on the left has been a Porsche custom originally for racing.
- 3 Essential controls for driving are conveniently found on the multi-function steering wheel.
- 4 The elevated center console is derived from the Carrera GT. It now houses the infotainment hub.
- 5 There's sizable storage underneath the center console. A practical touch right there.



Porsche 918 Spyder



### LIFE ON THE INSIDE

- 1 Compared to the Ferrari and the Porsche, the McLaren has the simplest-looking steering wheel.
- 2 Paddle shifters, among the biggest technology transfers from F1, look right at home here.
- 3 The sound system is developed by Meridian. Of course, the P1 also has satellite navigation.
- 4 This is a hypercar, but it doesn't mean you can't have creature comforts, like climate control.
- 5 McLaren was the first team to exploit carbon-fiber technology. The material is abundant in here.



McLaren P1





‘On these two days,  
there is one car that  
we would most  
like to take home’

## THE LOWDOWN

### Ferrari LaFerrari

ENGINE: 6.3-liter V12,  
electric motor and KERS

POWER: 950hp (total)

TORQUE: 899Nm (total)

TRANSMISSION: 7-speed  
dual-clutch

PERFORMANCE: 0-100kph in  
2.9sec, 349kph max

LAYOUT/SEATING: RWD/2

### McLaren P1

ENGINE: 3.8-liter turbo V8  
and electric motor

POWER: 903hp (total)

TORQUE: 900Nm (total)

TRANSMISSION: 7-speed  
dual-clutch

PERFORMANCE: 0-100kph in  
2.8sec, 347kph max

LAYOUT/SEATING: RWD/2

### Porsche 918 Spyder

ENGINE: 4.6-liter V8 and  
two electric motors

POWER: 887hp (total)

TORQUE: 1,278Nm (total)

TRANSMISSION: 7-speed  
dual-clutch

PERFORMANCE: 0-100kph in  
2.6sec, 345kph max

LAYOUT/SEATING: AWD/2



## Verdict

**T**he McLaren requires time and effort to do it justice, an antidote to modern performance cars that do it all for you.

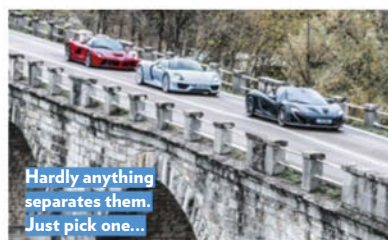
But because you can't access all of its talents on the road (Race mode being track-only for full aero effect), we can't in all honesty give it the win. We're not track heads, so this wonderful, brain-melting car can't be our number one.

The Porsche, on the other hand, is almost too usable. We know that sounds silly, but the idea of an 'everyday hypercar' really doesn't chime with us. If we wanted an everyday car and had this kind of money, we'd drive a Range Rover or S-Class daily and have something a bit more...wild for the weekend. Yes, the 918 fills the brief Porsche set itself to the brim: It feels like the most rounded

car here, and is the most technologically exciting and multidimensional. But it's also not completely bonkers. A wee bit too clever for thickheaded us.

Which leaves us with the LaFerrari. We might be being a bit of Luddites, but the Ferrari is the one that made our spines tingle. A purely personal application of want. To use that KERS tech to do nothing but supplement the transcendent V12 is not forward-thinking, but, by crikey, it's wonderful. It drives like we imagined a supercar would drive when we were 10 years old. We're not fans of the Ferrari brand, and we don't think it's actually the fastest—but the most hyper of the hypercars is, for us, the red one.

Which means we finish with an unexpected result: a single, unanimous winner. To be honest, there was no particular order to the other two, the arguments about the 918 and the P1 settling into a comfortable cyclical argument about ferocity versus technology. They are all so fast that you might as well pick the car whose exterior look you prefer. But on these two days, through all these conditions and on these roads, there is one car that we would most like to take home. The LaFerrari wins. **7/10**







## PEUGEOT 208 GTi

# Rebirth of French cool

This hot hatch aims to relive the legend of the 205 GTi WORDS BY JASON DELA CRUZ

A good friend of mine bought a Peugeot 205 GTi sometime in early 2000s. He got it dirt cheap because it had been left in a field, but it was a workable project—and besides, you hardly come by a 205 GTi here. Ironically, my friend settled in France shortly after, so he had to let go of the car.

The 205 GTi first caught my attention when it entered the World Rally Championship in the mid-'80s. Since then, I've had a keen interest on its lineage. When you say high-performance French car, the 205 GTi is up there. So is its latest incarnation, the 208 GTi, whose local launch early last year coincided with the 205 GTi's 30th anniversary.

One look at this hot hatch and it's

obvious the French have a flair for style. Unlike the Germans who like keeping things simple, the French will add a bulge, a curve, or a line wherever they could. This Pug is a case in point. The low-slung grille takes cues from the 207, but it doesn't look like a wide grin. It has a checkered design and is finished in chrome. There's a curved line in the middle of the hood, mimicking what used to be the negative space of the company logo. Pretty smart. The front blinkers are attention-grabbing and outline the headlights. The taillights also add to the unconventional styling.

Particularly eye-catching are the brushed aluminum trim that runs along the base of the windows, the GTi badge on the rear quarter panel, and the attractive 17-inch two-tone alloys. Meanwhile, the traditional shape of

## IN DETAIL



## COOLHEADED

The force-fed mill doesn't easily spring into action, but when it does, wow!



## MODERN ART

Red-and-black gradient effect is a visual pleasure. It suggests speed, too.



## FLAUNT IT

The bucket seats are stamped with the popular GTi badge.

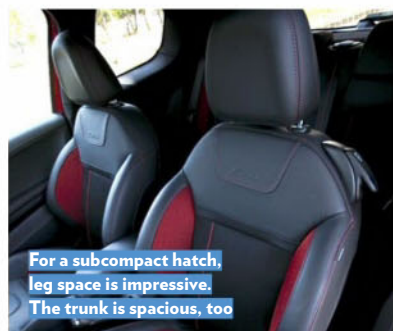
the rear windows helps retain the Pug's familiar profile. The designers have gone overboard with the chrome-finished side mirrors, though.

The inside is even more stylish, with contours everywhere and red/black gradient accents on the door handles and center console. The steering wheel is small and sort of oblong, like that of a game console. And with perforated leather and a red marker, it'll prod you to go fast. What's unusual is that you see the gauges over the tiller rather than through it.

The snug bucket seats, a mix of leather and red inserts, bolster you nicely. Apart from the red stitching on the seats, steering wheel, and dashboard, Peugeot has added red wherever possible to emphasize raciness—a red line on the seatbelts, red grips on the shift knob, and optional red lighting to outline the gauges. As for the touchscreen interface, it's typically French. It's a challenge to learn, with the radio presets especially annoying to figure out.

Quirkiness aside, the 208 GTi is a pretty thing to look at. But how it goes is what really matters.

Under the hood is a 1.6-liter turbo-charged engine that churns out 197hp and is mated to a six-speed manual.



For a subcompact hatch, leg space is impressive. The trunk is spacious, too.

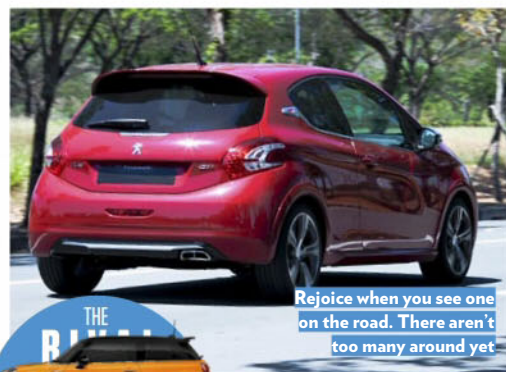






## LIFE ON THE INSIDE

- 1 The steering wheel is small, thick, and sort of oblong. It's quite nice and racy!
- 2 A red outline makes it more dramatic. Positioning is a little strange, though.
- 3 Remember, patience is a virtue. Do the French actually think this is intuitive?
- 4 Getting a firm clutch and a manual 'box is quite a treat these days.
- 5 Red-and-black scheme gives off an energetic vibe. It feels and looks great in this car.



The clutch is on the firm side, giving the car an old-school feel. Steering is light, despite the rim's size. A warning on the brakes: The bite is strong. Just check out those massive 302mm vented discs at the front! After a while, it's easy to get used to, and those who are smooth and light on the brakes will quickly get it right.

The Pug seems to have a split personality. It's relaxing to drive around town, giving no clue as to what it's capable of. In spite of the force-induced mill, it feels pretty calm to drive. Fuel consumption is decent, too: 7.7km/L in the city and 13km/L on the highway. The suspension is surprisingly comfortable, and its firmer damping and limited travel will only be felt when you

negotiate a ramp and wheel lifts. When the going gets rough, it's more rigid than the underpinnings of the Subaru WRX and STI.

Once your right foot starts to go heavy, that's when things become interesting. The engine kicks at about 3,500rpm. It's frightening, and you'll want to try it over and over again. While it's easy to rip it on straights, head for curvy roads. This is where the Pug's assets come together—midrange power, strong brakes, firm suspension, massive grip, and pointy steering.

I do like the 208 GTi, but I'm still apprehensive about it. First of all, it's... well, French. It's still an unknown commodity here, and requires you to step out of the comfort zone you've

## GEARBOX

### THE SPECS

**Price:**  
P1,950,000  
**Engine:**  
1.6-liter turbopetrol I4  
**Power:**  
197hp @ 5,800rpm  
**Torque:**  
275Nm @ 1,700rpm  
**Transmission:**  
6-speed manual  
**Layout/seating:**  
FWD/5

### THIRST METER



### THE VERDICT

The local market finally gets a taste of a proper hot hatch. Yet the 208 GTi has hurdles to overcome, like that French reputation and the hefty price tag.

17/20

built with Japanese and even German cars. Second, at P1.95 million, the price is steep. The Volkswagen Golf GTi is a class higher and is just slightly more expensive at P2.29 million. A more realistic price tag for the Pug should be around P1.75 million. Third, you have the Toyota 86/Subaru BRZ, as well as the WRX, which are all slightly cheaper. If the price is right, the new Mazda MX-5 will come into play, too.

That said, this is a fun car. It's a lovely option and a great addition to the sub-P2-million performance club. You'll just have to brush up on your French.





## LEXUS RC F

# A gentleman's sports car

There are coupes for speed freaks. This one's for the refined fellow WORDS BY VERNON B. SARNE

**H**ere is the thing: I write for a *Top Gear* magazine, which means whatever I say, whether I like it or not, will come under immense scrutiny. Especially if I'm writing about a car Jeremy Clarkson has already reviewed. And in one recent *Top Gear* episode, Mr. Clarkson already drove and gave his opinion of this car, the Lexus RC F. His evaluation was bad. No, let me correct that: It was very bad.

This, basically, is his beef: The RC F is too heavy for a sports car, and it isn't half as good as the LFA, which Jeremy proclaimed to be the best car he'd driven in ages. How do I, a mere staff member of the Philippine edition of *Top Gear* magazine, veer from that verdict and say otherwise? The man is infallible in the world of motoring, right? Well, no.

The fact that Jeremy Clarkson has been sacked by the BBC and will no longer host the globally popular motoring TV show, proves he isn't always right. Far from it.

Okay. I'm not saying he is totally off the mark in his critique of the RC F, but I'd like to put things in perspective. The reason he was utterly disappointed with this car is that he couldn't get the LFA out of his head while driving the RC F. He made the LFA the fixed yardstick against which the RC F must be measured. Which was, to my mind, unfair for a coupe that costs a mere sixth of the LFA's price tag. In other words, you could get six RC F units for the price of an LFA (perhaps even more now, because every LFA on the planet has appreciated in value, with the supercar's production already terminated).

This disparity in pricing was permanently lodged in my head the whole time the RC F was in my custody. Also, I need to confess that I have never driven an LFA (I've only sat in it, shame). Which means I didn't have an LFA benchmark hanging above my head when I took delivery of this RC F test unit.

Even so, I did notice the car's unmistakably pronounced heft. Run your fingers across the sheet metal, open and close the door, take the

## IN DETAIL



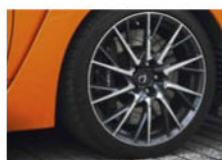
## THAT SWOOSH

Some have ridiculed this lighting element, saying it resembles Nike's logo.



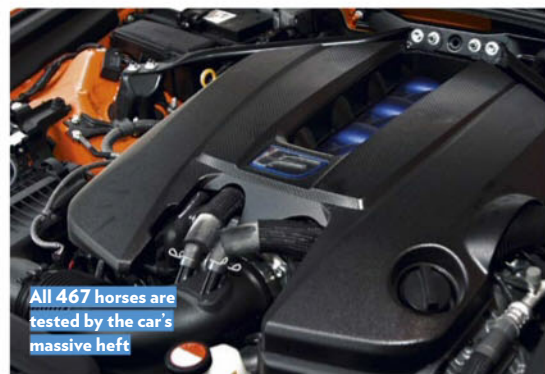
## ANALOG TIMEPIECE

The old-school-looking clock has become a fixture on Lexus dashboards.



## LOVELY RIMS

The 19-inch wheels are shod in 255(275)/35 rubber. Classy design.



All 467 horses are tested by the car's massive heft

driver's seat for the first time: The car does feel like a vault. There's a certain heaviness to it. And the spec sheet confirms it. At 1,795.32kg, the RC F is exactly as hefty as a 4x2 Toyota Fortuner. Let that sink in: Lexus has essentially built a two-door, four-seat sports coupe out of an SUV's mass. Now I know why Lexus offered carbon-fiber bits (hood, roof and rear wing) at launch. This thing feels like a tank.

Which brings me to the engine options. Two sources of propulsion are being peddled by Lexus: a 3.5-liter V6 (306hp) and a 5.0-liter V8 (467hp), both gasoline. With the RC coupe's inherent bulk, you can forget about the V6. Even Lexus Manila's customers know this, as practically every RC buyer prefers the V8-propelled RC F.







## LIFE ON THE INSIDE

- 1 One of the sportiest steering wheels we've ever laid eyes on. How can you not drive fast?
- 2 The RC F will tell you the g-forces acting on the car as you giddily step on the throttle.
- 3 Lexus's multi-information display remains to be one of the best in the luxury segment. Crisp visuals.
- 4 Did we tell you the RC F is equipped with an eight-speed automatic transmission? Yep!
- 5 That new trackpad right there takes some getting used to, but it's very intuitive and accurate.

## GEARBOX

### THE SPECS

**Price:**  
P5,868,000  
**Engine:**  
5.0-liter V8  
**Power:**  
467hp @ 7,100rpm  
**Torque:**  
530Nm @ 4,800-5,600rpm  
**Transmission:**  
8-speed automatic  
**Layout/seating:**  
RWD/4

### THIRST METER



### THE VERDICT

If you simply want a sports car per se, look elsewhere. But if you want a sports car that is unparalleled in sophistication and refinement, this is it.

18/20

The RC F is very high-tech, too. It may be based on the IS platform, but the amount of technology on this thing could qualify for the LS. And the craftsmanship, I just need to point out, is first-rate. No nook in this car was spared. Every single square centimeter was the recipient of fastidious attention.

Clarkson was right: This is not the LFA. And he was wrong: The RC F isn't a bad car. You just need to know what it's designed for. It's not for hardcore racing. It's for a sophisticated brand of sporty motoring only gentlemen would appreciate. Clarkson isn't one of them. **TM**



Warning: This 'lava orange' paint job is a head-turner



In fact, even with the robust V8, you need to be consciously mindful of the car's driving mode in order to get the most out of the engine. I absently left it in Eco mode and wondered why a luxury coupe felt lethargic. The feel improved significantly when I turned the knob to Normal, but still nothing particularly remarkable. When I selected Sport mode...okay...now, this felt like a *sports car*. Then again, the fuel consumption also dramatically (and visibly) worsened. You could actually see the fuel gauge dropping incrementally.

But see, this is the beauty of having a driving mode selector. In bumper-to-bumper traffic (aka EDSA), you can

drive in Eco and conserve precious fuel. (The RC F, by the way, is already Euro 6-compliant; hopefully, the quality of fuels sold in our market doesn't become an issue along the way.) When the road opens up a bit, you can switch to Normal. And when you get on the highway, you can drive Sport and get your money's worth.

The RC F is a beautiful car in a futuristic kind of way. The curves are edgy, the lines sharp—like they'd cut your eyeballs if you stared long enough. Give this car the most insipid body color and it would still turn heads—and our test unit had to wear a bright-orange paint job. We don't have to tell you how many necks were craned as we drove by. Attention whores, this is your car.





## AUDI A1 1.4 SPORTBACK

# Achtung, baby!

We get to know the little hatchback more over a longer loan period **WORDS BY BOTCHI SANTOS**

I've always fancied a small car despite my considerable size and heft. There's a good number of reasons for this: I often drive alone in short distances, and in a single day, I scurry about between the major business and commercial areas in Quezon City, San Juan, Mandaluyong, Pasig and Makati. I need to stick my car into the first available parking slot I see, and I'm always squeezing through traffic to make it to my next appointment. It's tough holding a lot of jobs, but that's how I make ends meet.

I've also always fancied owning a European car for everyday use. While

I'm pretty happy with how a typical Japanese car performs, it's the lure of the greener grass on the other side of the fence that has me curious. But, and there's a but: I'm worried about running costs.

So, imagine my surprise when, after taking on a special project for the Coyiuto Foundation (a non-stock, non-profit organization devoted to humanitarian efforts in education and the arts), I was offered a service car of my choice. With Audi, Bentley, Lamborghini and Porsche under the Coyiuto-owned PGA Cars, I said I'd take a matte pearl-white Aventador with the 60hp power upgrade and optional Aventador Spyder wheels.

## LONG-TERM NOTES



### A BRIGHTER FUTURE

The halogen bulbs will soon be replaced with PIAA all-weather bulbs.



### OVERACHIEVER

The A1 has the grunt to keep up with more powerful cars.



### PUSH THE BUTTON

We love German-engineered stuff. Quality is always top-notch.

What I got was the coldest stare in history from the normally kind folks at PGA. I then told them that a basic Audi A1 would suffice. The Coyiuto Foundation would take care of all PMS-related expenses; all I had to do was put in gas and drive. Fantastic deal!

My little A1 Sportback is as basic as it gets: 16-inch alloys with 215/50 Continental Sport Contact tires, halogen headlamps and daytime running lights, six airbags, 1.4-liter TFSI engine producing 120hp and 250Nm, and fabric interior. Crucially, it has the seven-speed S tronic dual-clutch transmission. It's fairly fast, so it's a good thing it likewise comes with traction and stability controls as well as ABS-EBD brakes.

Because it's a base variant that has run roughly 13,500km in track days and test drives, I was initially apprehensive about its condition. But it still feels tight and solid, with nary a noise underneath as signs of broken suspension or underchassis parts. It's German-made and German-engineered, after all, which is where a lot of its P1.95-million price goes to.

The paint is a bit flat, so that will receive some attention soon, and the missus has been complaining that the

The contrasting color scheme makes the A1 stand out. It looks good

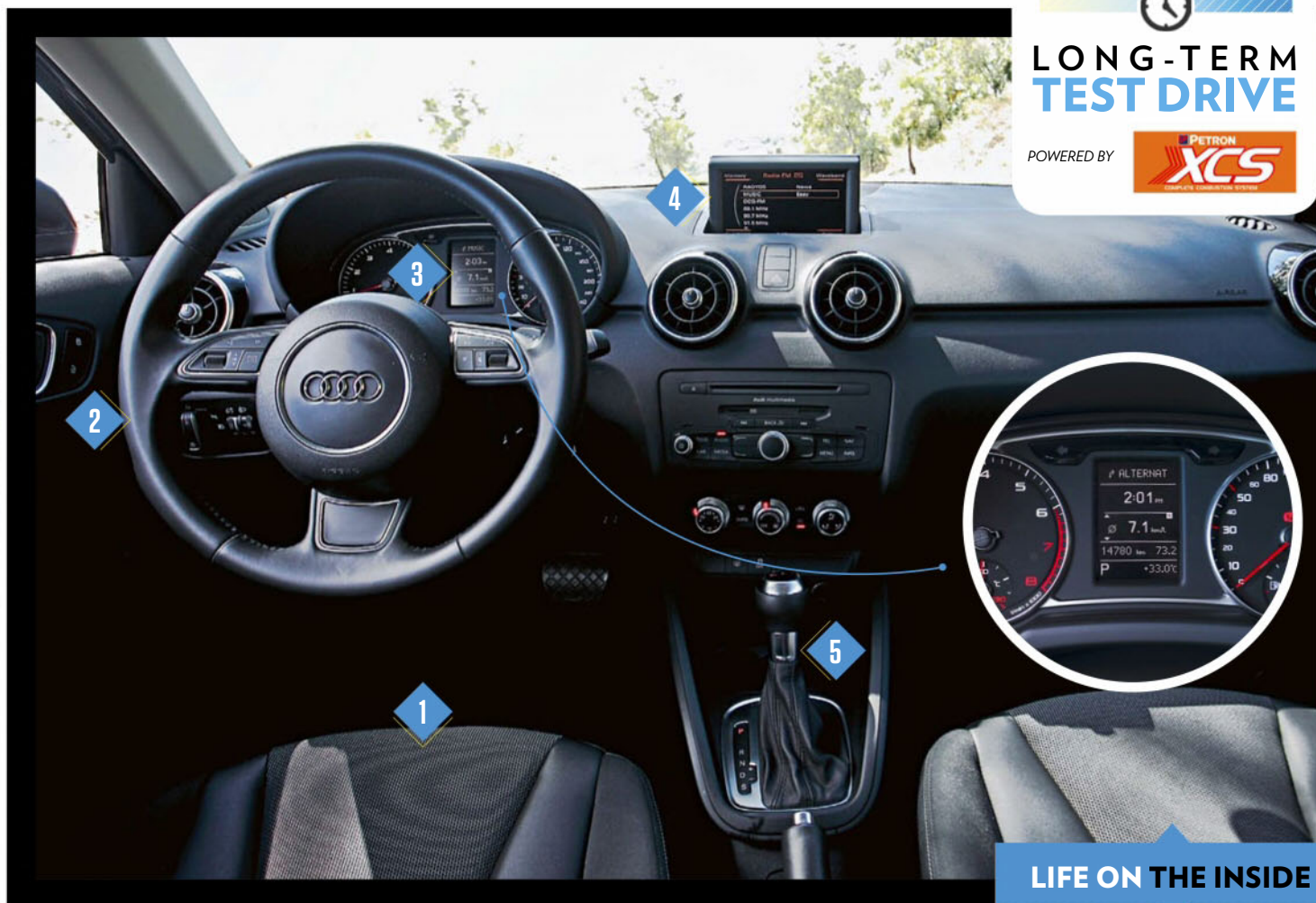






## LONG-TERM TEST DRIVE

POWERED BY



### LIFE ON THE INSIDE

- 1 Low, supportive, easy on your back, and very comfortable even on long drives.
- 2 Perfectly sized tiller has paddle shifters, reach-and-rake adjustment, and buttons for audio.
- 3 Average and real-time fuel consumption are monitored. Tips are given to improve fuel efficiency.
- 4 Pop-up display minimizes the clutter in the A1's cabin. It looks clean and classy.
- 5 S tronic seven-speeder is a tad jerky at low speeds, but it shifts seamlessly at maximum attack.



16-inch rims bring out the agility, and offer good ride comfort



THE BMW 1-Series  
Ingolstadt versus Munich  
always makes for a  
juicy rivalry.

lack of tint makes us, well, unbearably visible to the whole world. It's quite odd because I'm the one who picks my nose a lot and she just tends to fall asleep during long drives, but I'm not the one bothered about being exposed.

While the A1 lacks leather, it's fine because the upholstery is some sort of grippy tech-style fabric that instantly cools down even after the car has been parked under the sun for hours. The small 16-inch rollers give the A1 uncanny dexterity, versus too-big and too-wide tires that tend to cause understeer and unresponsiveness.

The sloping roofline is all about

style. During a recent Wrong Car/Right Car shoot, photographer Chino Acosta had his bald head grazing the car's ceiling. I fit in the back just fine, but unlike Chino,

I'm under six feet tall. Drop the second-row seats and remove the standard tonneau cover, however, and the A1 has surprisingly copious amounts of cargo space. My buddy Jeff Tan of Excellar Automotive Ventures could hardly believe it when it fit a Recaro Profi SPG bucket for my Toyota Supra, and was even more amazed when it swallowed a set of 18-inch ADV.1 wheels.

Admittedly, the S tronic transmission takes some getting used to.

In traffic and speeds below 30kph, it's quite jerky, but as soon as it gets to third gear, it's as smooth as a CVT. In Sport mode, it feels a whole lot better at low speeds because it resists shifting up and down constantly in traffic—but the engine will rev to 4,000rpm, which can be disconcerting when you're trying to save fuel.

And manual mode? It's seamlessly fast! The massive 250Nm of instantly available torque makes the A1 accelerate like a bat out of hell with no noise and little drama, unlike your typical rice rockets on the road. The



**‘On twisting, winding roads, the A1 flows beautifully’**



brakes are powerful and give fade-free performance, too, but they're a tad over-assisted. I'm thinking of flushing out the old brake fluid and putting in ATE Super Blue, which should help give rock-hard, squish-free pedal feel and better pedal modulation.

In daily use, the A1 is surprisingly fuel-efficient. I'd get 10km/L, sometimes 12km/L, in purely city driving without being consciously miserly. There's a program that computes instant fuel consumption, average fuel consumption, and liters consumed per hour in traffic. My old Yaris (RIP) could only manage about 0.7-0.8L per hour (checked with an aftermarket ScanGauge computer), while the Audi, which has more toys,

barely does 0.5L per hour with the A/C on. On a recent trip to the Porsche World Roadshow in Clark, the A1 returned a decent 17km/L—and I had test drive editor Jason dela Cruz and publisher Jeff Reyes onboard while I was dangerously nudging past the 100kph speed limit. My unit is due for servicing in a few days, so hopefully, efficiency will improve further. I've had it for two months already, and while I've had test unit after test unit come my way, I've only fueled it up twice. Even with the recommended mid-grade petrol, filling up the 40L tank costs less than P2,000 from a quarter-tank of gas left inside.

On twisting, winding roads, the car flows beautifully. We shot this

## GEARBOX

### THE SPECS

**Price:**  
P1,950,000

**Engine:**  
1.4-liter turbopetrol I4

**Power:**  
120hp @ 6,000rpm

**Torque:**  
250Nm @ 1,500-4,000rpm

**Transmission:**  
7-speed dual-clutch

**Layout/seating:**  
FWD/5

### THIRST METER



### THE VERDICT

The sticker price may sound quite steep, but the A1 delivers. It has impressed us during the first two months and we look forward to the next 16 months.

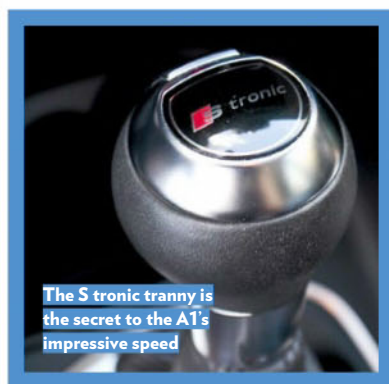
**18/20**



Brushed metal-finished knobs give the cabin an avant-garde vibe

month's VW Golf GTI feature on the infamous 'Tanayburging,' and the 1,040kg A1 kept up easily with the GTI despite being down on power by 100hp. Lightness is indeed a far more efficient way to achieve speed. Other Japanese subcompacts are as light as the Audi, but none possess the same heft, solidity and refinement. Again, German engineering.

This won't be the last you'll be seeing of this A1, of course. Since I'll have it for roughly 18 months, it'll get some minor modifications. Improved lighting courtesy of PIAA. The aforementioned ADV.1 wheels with matching performance rubber. Maybe a chin spoiler, a bigger ducktail, and side skirts. And tint! 🚗



The S tronic tranny is the secret to the A1's impressive speed



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SOME STORIES ARE WORTH THE CENTER STAGE—OR, WELL, THE CENTER SPREAD

# TOP READ



**'The goal was to create a car that can be driven and loved by its owner for 20 years'**

We drive the all-new **Mazda MX-5** with its top down in Barcelona, Spain





# ONE TO GO

The spirit of the **Mazda MX-5** continues to evolve, and the

WORDS BY PAULO RAFAEL SUBIDO / PHOTOGRAPHY BY JEFFREY VAN DER VAART





# FATNESS

result is a brilliant car that takes our breath away

# LAIRLESS







# 'THE NEW MAZDA MX-5 WILL OPEN UP A NEW WORLD OF MOTORING'



IT'S A GOOD THING PAULO  
STILL DOESN'T WEAR A WIG.  
BUT IT WON'T BE LONG...





DON'T WORRY, THE CAR IS  
PARKED. WE JUST REVVED  
THE ENGINE. YOU KNOW



C

arving motion through space, feeling the wind in your hair, and being one with the landscape—this is driving in its purest form. If you are drawn to this kind of sensation, then you will also understand why the Mazda MX-5, otherwise known as the Miata, is a special car.

Its formula, which pays homage to British roadsters of the '60s, is simple: a lightweight, open-top two-seater with a high-revving DOHC engine under the aluminum hood, and drive delivered to the rear wheels. Outright horsepower and torque are of no importance here; more vital is how this machine is an effective conduit between the road ahead and the pilot behind the steering wheel.

The first-generation Miata is stripped of what isn't essential in the interest of weight-saving, and it delivers a raw driving experience that is nothing short of sublime. When you listen to what an MX-5 is telling you about the road underneath, the load of the suspension, the position of the front wheels as you exit a corner, and the amount of grip of each tire, you will become a more astute and—dare I say it—much better driver.

Yeah, I own a first-generation NA. I gave in to the primal impulse and finally got one. The search took me almost five years. I keep my favorite pair of beat-up Puma Speed Cat driving shoes in the trunk, and now I often wake up at 3am to blast up and down the nearest mountain roads with the top down before I head to the office. I daydream about driving when I'm not holding the aftermarket Momo Prototipo in my hands, and I can't help but compare the car to the brand-new units I test for *Top Gear*. I don't compute the monthly gasoline bill because I can burn through a tank—without having a definite destination—and not complain afterward. And I imagine this is how it is to maintain an illicit love affair, minus the guilt.

Take my word for it: The latest fourth-generation ND MX-5 model will still induce those kinds of emotions among fans of the NA, the NB and the NC, and perhaps even open up a whole new world of motoring for people who've never had a chance to get behind the wheel of this automotive icon. A drive in Barcelona, Spain, proves that. And geeking out with the engineers of this soon-to-be-launched model is something I will never forget.

#### **"Designing the all-new MX-5 is my destiny," says**

Masashi Nakayama, chief designer of the ND. He first joined Mazda in 1989, which was when the nameplate was born, and in that same year he bought himself a red NA. He still has the car today, in pristine condition. We show each other pictures of our roadsters, and joke: "My car is in better shape than yours." There's an instant camaraderie among Miata owners, you see. It must be because the bond between man and machine runs very deep with this particular sports car.

The entire structure has been designed around the driver by moving him back, positioning him nice and low, and placing him as close to the centerline as possible. The cabin is oriented to be above his head, and the result is an A-pillar that is moved farther back by a full 30mm compared with the NC. The ND, therefore, has the shortest roofline and cabin in the history of the MX-5, and it looks sexy and mature. "Ideally, the beautiful proportions should be there first," explains Nakayama-san.

Even for a tall guy like me, there is no issue with space ➤



inside. If anything, the layout makes me feel more one with the car, and having the A-pillar up close improves forward visibility. Everything fits around me, and the feeling is fantastic. The controls follow the centerline of my body as well. There is no offset to the pedals, and right behind the nine and three o'clock hand positions are the two air vents—perfect for keeping my hands warm and toasty despite the open top and the chilly Barcelona air. Opening and closing the soft top is now a one-arm affair, and the spring-loaded mechanism makes it almost effortless. And then there's the center-mounted tachometer, an MX-5 first.

The exterior is a sculpted form that has no superfluous mass. "The rear has an illusion," points out Nakayama-san. "I chopped off the corners, a huge volume that is not needed." From the front three-quarter view, you can see nothing else beyond the rear wheels. The car looks trapezoidal, with a natural stance and minimal overhangs.

Nakayama understands how precious it is to be attached to the MX-5, and his goal was to create a car that can be driven and loved by its owner for 20 years and beyond. "To accomplish this, I knew that the design had to be so good that it left no room for argument," he stresses. "We looked deep inside, stripped away the trends, and uncovered the form that resonates within the deepest layers of a person's sense of beauty."

## 'OPENING THE SOFT TOP IS NOW A ONE-ARM AFFAIR'

**"We are looking forward to your smile," says**

Nobuhiro Yamamoto, program manager and head honcho of the ND project. And by gosh, I am grinning ear to ear as I carve my way through the mountain roads surrounding Barcelona. The first impression is how light on its feet the ND is. It is extremely tossable, and yet never does it seem agitated or unsure. It feels very safe despite its playful nature. This is something I have grown to expect from all Mazdas, actually. They are indeed fun to drive.

There is no cowl shake when driving over rutted sections of the road, and the comfort level has vastly improved. Still, the ND doesn't feel detached or numb at all. It has evolved in such a way that it provides a very modern composure, while retaining the road connection that MX-5 owners like me have grown accustomed to.

"We have to meet safety standards," says Yamamoto-san. "That's why cars are getting larger and heavier. The MX-5 was the same. It was getting larger and heavier. But with the ND, we had to go back to the original thinking of what the

THE CAR WAS SO FUN THAT  
PAULO DIDN'T MIND IF IT  
WAS RIGHT-HAND-DRIVE



IF YOU THINK THE ENGINE IS  
PALTRY, YOU NEED TO KNOW  
THE CAR IS LIGHT. JUST RIGHT







## 5 DESIGN DETAILS WE LIKE THE MOST

**1. Exposed valve cover:** Just when we thought we'd be stuck with ugly engine covers forever, the folks at Mazda have peeled back the plastic to reveal the aluminum valve cover. The heart of the MX-5 is proudly exposed once again. This is a touch that will be appreciated by the most hardcore fans, and is a nod to the British Lotus twin-cam of the past. Polish it or let it age.

**2. Eight-spoke alloys wheels:** Nakayama-san said switching back to the four-stud pattern allowed them to make an eight-spoke wheel that is both lighter and tougher. The inspirations for these are the timeless Minilites and the RS Watanabe banana-type wheels. This is a modern interpretation of those classics.

**3. Black A-pillar:** This creates the illusion of having less mass in the cockpit above the beltline, and it works beautifully. The 25th Anniversary Edition NC uses a similar trick.

**4. Driver-centric cockpit:** For a lesson in proper cockpit ergonomics, look no further than the ND MX-5. Everything is positioned with the driver at the center of it all.

**5. Slim headlights:** We miss the pop-up ones, but these small units are lightweight and don't occupy much space, resulting in a minuscule front overhang. This helps keep mass closer to the center of the car for better handling.



PAULO IS FOLLOWING THE RICHARD HAMMOND PEG. WHAT DO YOU THINK?







## MAZDA MX-5

**Engine:** 2.0-liter or 1.5-liter Skyactiv-G direct-injection gasoline  
**Transmission:** Skyactiv six-speed manual  
**Dimensions (L/W/H):** 3,915mm/1,730mm/1,235mm  
**Wheelbase:** 2,315mm  
**Curb weight:** 1,000kg  
**Tires:** 195/50 R16

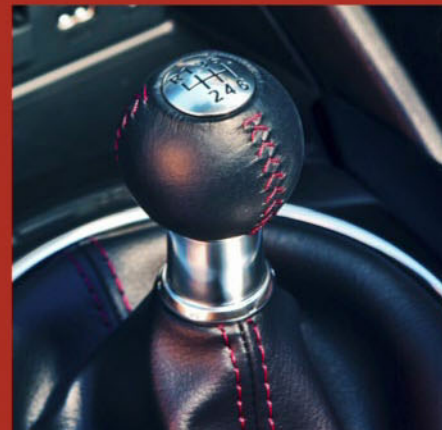


THE ALL-NEW MX-5 IS A MASTERPIECE OF CAR ENGINEERING



## 5 RULES TO FOLLOW WHEN DRIVING AN MX-5

1. Find the twisties and go out of your way to drive on them.
2. Wear proper driving shoes, or at least your slimmest pair of loafers or sneakers.
3. Put the roof down. Enjoy the landscape and feel the wind in your hair.
4. Rev it hard. Don't be scared to play between 6,000rpm and 7,000rpm, but be smooth with the gas pedal.
5. Have a companion in the passenger seat. What's the point if you are all alone?



NO CAR CAN BE CONSIDERED MODERN WITHOUT SOME SORT OF A CONTROL KNOB





PAULO GIVES THE MX-5 ALL  
THE TRICKS HE LEARNED  
FROM THE VIOS CUP

MX-5 has to be. It has to be lightweight and compact.”

So, the new roadster weighs almost as much as the original without compromising safety. It has a very solid body that can effectively dissipate crash energy.

The powertrain is another engineering marvel. The rev-happy engine can play for days between 6,000rpm and 7,500rpm, and with a sweet, sweet exhaust note, too. Going through the rifle-bolt action of the six-speed manual gearbox is exhilarating. Keeping the revs high and the car balanced through the corners brings out the ND's true character, and it is an addicting thing. It simply connects with you at a gut level.

Two engine choices are available worldwide: the 1.5-liter and the 2.0-liter Skyactiv. The 1.5-liter puts out 130hp and 150Nm, while the 2.0-liter delivers 155hp and 200Nm. Japan has first dibs, with a release sometime in June. Word has it that our market will get the 2.0-liter early next year, but we are still far from knowing the final specs and prices. I hope the price remains under P2 million, because affordability is also something that makes the MX-5 charming.

## ‘THE REV-HAPPY ENGINE CAN PLAY FOR DAYS’

**Mazda is back to following the original blueprint** of the MX-5. And with Skyactiv technology at its disposal, it is now possible to create a structure and components that are strong, safe and modern, minus the weight penalties associated with the changing times. Rev-happy and efficient engines are a great thing to have, too.

And the original Miata spirit? It's all in the drive, and it's alive and well. That's what this car is all about, and each engineer and designer has poured his heart and soul into the project. Thank goodness the Hiroshima-based company kept the model alive even through periods of financial uncertainty. That's how important the car is to Mazda.

Just like with Gaudi's opus, the Basilica de la Sagrada Família that is never quite finished, there is a continuing evolution taking place in the MX-5 line. The plans and spirit of both are still being followed, but executed with modern and cutting-edge techniques.

“I knew that the expectations surrounding the next MX-5 were extremely high,” says Yamamoto-san. “Fans from all around the world were waiting for this release with bated breath. To deliver them a car worthy enough to convey our gratitude—that was my mission.”

The man has succeeded. Drive this car and become a believer. I dare you to change your perception of what a driver's car should be. 🏁



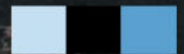




# 2 FOR THE ROAD

WORDS BY DINZO TABAMO / PHOTOGRAPHY BY IGOR MAMINTA

The 2-Series Active  
Tourer boldly goes  
where no **BMW**  
has gone before—  
front-wheel drive







the road. I still remember how an E87 1-Series turned on a dime as if the neurons in my brain fired directly into the hydraulic steering (up to now, I browse used ads of this car online, hoping to find a secondhand bargain even though I don't have the money). I have memories of how an F01 7-Series magically forgets its size and believes it's a compact sedan.

And when I hear that pop quiz all car guys play ("What's your dream car?"), I answer with no hesitation: BMW M3. Well, it's BMW M4 now, because I prefer the coupe body style. That also leads me to one other thing that bothers me about this new BMW: I can't figure out its name.

I've always admired how Germans name cars. When I see BMW with a 320d badge, I know it has four doors, a 2.0-liter diesel engine, and rear-wheel drive. A name like 218i Active Tourer doesn't jibe with the five-door MPV I see. I thought the 2-Series was the coupe version of the 1-Series? What happened?

## 'AT FIRST GLANCE, THIS CAR MAKES YOU GO WTF'



From what I understand, this is something that offers comfortable seating for five, at the same time retaining the enjoyable drive BMWs are known for. If that's the case, then managing editor Stephanie Asi has chosen the perfect venue for the 218i Active Tourer to get its point across: Qiwellness Living restaurant and spa in Tagaytay, Cavite.

Qiwellness is an hour and a half away from our office in Mandaluyong—a 65km drive through a combination of expressway and winding roads. I drive south with a full load of videographers, an art director, and bulky video gear. The car's efficiency in swallowing passengers and cargo immediately softens my stance toward its ambiguous nature. There's plenty of room inside, with the tall roof displaying how much space it can create. This makes the X1's cabin look cramped. The 218i Active Tourer transports us effortlessly using its tiny three-cylinder 1.5-liter turbocharged gasoline engine, which it shares with its Mini Hatch cousin.

On paper, the 134hp and 220Nm generated by the humble powerplant doesn't seem exciting, but the six-speed Steptronic transmission is capable of squeezing every bit of power from the engine. This results in nimble feedback with every dab of the throttle. The brakes are as superb as I've come to expect from BMW. We arrive at our destination with little of the wear that accompanies long drives—and just in time for lunch, too. ➤

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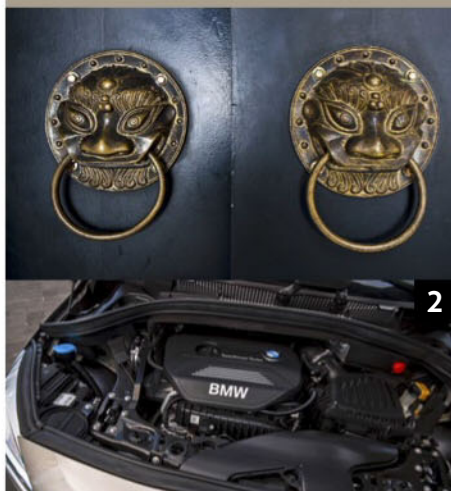
he automotive world is changing. There was a time, not too long ago, when you entered a brand's showroom and knew what to expect.

You went to Porsche for sports cars, Lexus for wafty sedans, and BMW for sporty driver's cars. Now, SUVs stream out of Porsche's Leipzig plant; more Lexus sedans arrive in showrooms with F badges and snorting V8s; and BMW, that blue-and-white bastion of driver-focused motoring, has churned out this: the 2-Series Active Tourer.

At first glance, it will likely give you a WTF moment. Yes, there's a twin-kidney grille and a propeller badge, but beyond those two design elements is a confusing estate thingy. It defies classification, and that's saying a lot given BMW's increasingly confusing vehicle categories (X4, X6, any GT variant).

Or perhaps I know what it is, but I don't dare call it an MPV—a compact one—because I don't want to believe this day has come. I've heard about this car, and the nefarious drivetrain that lies underneath it. I want to explain my resistance to something seemingly as ordinary as a—shudder—front-wheel-drive BMW: I am a BMW fan. Looking back at my career as a motoring journalist, I still remember memorable Bimmers that opened my eyes to the possibilities of handling and dynamics.

I recall how an E90 3-Series suspension didn't bottom out when I drove over a sudden dip on







6



3



4



## SCENES FROM A PERFECT GETAWAY

1 Dinzo easily finds a comfortable driving position, despite his apprehension about the unfamiliar upright seating.

2 The small 1.5-liter three-cylinder engine is shared with the Mini Cooper S Hatch, and it has little turbo lag.

3 This green tea and white chocolate lava cake with coconut-lime sorbet is sublime. A perfect cap to a great meal.

4 Similar to how BMW automobiles are packaged, the attention to detail in this kitchen is quite extraordinary.

5 It's not much of a canyon-carver, but it can still generate plenty of excitement when driven on twisty backroads.

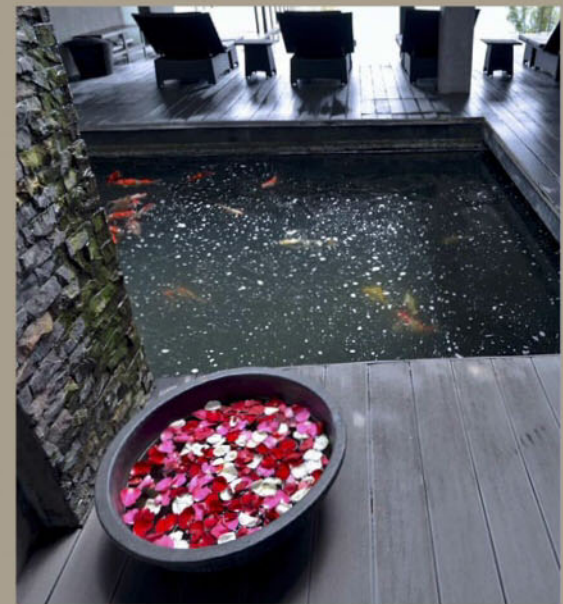
6 Don't be surprised to find a full color display with the next generation of BMW key fobs. This is where it's all headed.

7 The Kitayama wagyu striploin isn't big, but it more than makes up for its size in terms of mouth-watering flavor.

8 As with any BMW, just find an empty open road, point the leather steering wheel, and take pleasure in the drive.



7



5



8





THIS COZY-LOOKING COCK-  
PIT EASILY ACCOMMODATED  
DINZO. THAT'S SAYING A LOT

## BMW 218i ACTIVE TOURER

**Engine:** 1.5-liter BMW  
TwinPower three-cylinder  
turbo gasoline  
**Power:** 136hp @ 4,400rpm  
**Torque:** 220Nm @  
1,250-4,300rpm  
**Transmission:** 6-speed  
automatic with Steptronic  
**Dimensions (L/W/H):**  
4,342mm/1,800mm/  
1,586mm  
**Wheelbase:** 2,670mm  
**Curb weight:** 1,435kg

Qiwelness Living is the kind of place that relaxes you the moment you step inside. The crowded Tagaytay you know melts away; all your eyes rest upon are calming spaces designed with a heavy oriental motif. And just beyond the premises, you can see the relaxing view of Taal Lake. A gentle breeze, bordering on chilly, wafts in.

Our gracious host has prepared a Yin Yang degustation meal for us. We sit in the high-backed chairs and await a culinary experience befitting a BMW owner. The tiny but delicious meals arrive in succession: prawns with tomato, lentils, capsicum, and hawthorn berry coulis; beef consommé with bone marrow and goji berry; scallops with cauliflower puree, baby radish, pickled palm seed, and onion; ricotta gnudi with bok choy, shiitake mushrooms, and parmesan crisps; and

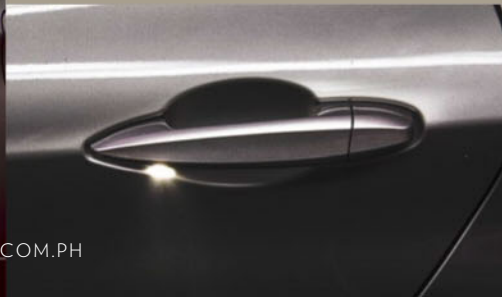
## ‘THIS SPORTY BIMMER IS LIGHT, EAGER AND FUN TO FLING ABOUT’

my favorite, Kitayama wagyu striploin with tomato confit and wasabi mashed potato.

At first I am concerned my appetite might not be sated by bite-sized meals. But the myriad flavors and textures fill my sizable stomach eventually. The beauty of small but flavorful portions is that the food digests easily, allowing us to move quickly to the next part of the program: the reflexology massage. In the lower floors of Qiwelness lie the open-air massage beds. In a few minutes, the deft hands of a professional masseuse melt my urban stress away.

Our crew leaves Qiwelness relaxed and energized at the same time. We head to the town of Talisay for more photos and videos, and I take the opportunity to see what mountain-carving DNA the new BMW car is blessed with.

CHECK OUT THAT  
TAILLIGHT! WORK  
OF ART. ISN'T IT?







This Bimmer certainly does give an impression of sportiness. It's light, eager and fun to fling about. The Servotronic steering almost feels like it's not saddled with the task of also providing propulsion. This could be the work of the proven safety nets like ABS, traction control and stability control. When I flick the driving mode to Sport, the car growls a bit and bares its teeth a little.

It's not quite the same as the rear-wheel-drive BMWs I fondly recall, but it comes darn close. The sharpness is there, as well as the energetic throttle response—although there's a little turbo lag if you become demanding with the go-pedal. It's not as planted as the X models, the tall stance leaning a little during fast turns.

In terms of cabin comfort—an aspect I'm certain the 2-Series Active Tourer will be equally


judged by—I find no fault. The steering-wheel position is higher, the forward view is excellent, and fit-and-finish is solid. There's also a great deal of versatility care of the folding rear seats. At the flick of a button, the back seats fold down, creating voluminous cargo space. And after loading equipment in the back, pressing a button conveniently closes the power tailgate.

Heading home, I ponder what to make of this new type of BMW. It's definitely a fun drive, more than enough for its intended market—or people who don't mind spending more for a vehicle that must be comfortable above all.

Is it still a BMW? That depends on whom you ask. To the diehards who grew up dreaming about E30 M3s, the 218i Active Tourer might seem like blasphemy. To those who admire the

German carmaker for its engineering, technology and safety, this car represents a spacious and luxurious option with little compromise.

I find myself in the middle of both arguments. I will still pine for a two-door driver's car that is driven by a silky in-line-six and propelled by the rear wheels. And the great thing is, BMW still makes those. The 218i Active Tourer is an option, a continuation of BMW's modern formula of creating subcategories to cater to different market demographics.

And if you drive it and realize you don't really like it, don't take it personally. Know that this is all just business. 

*Qiwellness Living is located on Aguinaldo Highway, Barangay Maharlika East, Tagaytay City*



AT THE END OF A LONG DAY, YOU JUST WANT A CABIN THAT INVITES YOU







# BIRDO

It may not be first on your list of million-dollar cars, but drive it and the **Eagle Speedster** becomes like a religious experience

**L**ow-slung doesn't really cover it. I'm sitting in a car where the door tops barely crest my knees when I'm standing, and it's a good job there's no roof, because the windshield header rail ends somewhere at eye level, even if I'm slumped with extreme prejudice into the seats. In front of me is a gorgeous, triple-spoked wheel positioned almost vertically, the slim wooden rim tactile and comforting. Six inches in front of that are two large, round dials, glowing softly in the darkness—a counterpoint to the neon blaze of Miami's urban cityscape. The nose is less a hood and more a prow: eager, immense and beautiful in a rich dark blue. As the lights change, I dip the clutch, engage first, rev the straight-six slightly more than necessary and allow the 4.7-liter engine its head in the first three gears. Response is instant. The nose rises slightly, the rear tires squirm with happy compliance, and the vintage Jaguar E-Type launches like the proverbial scalded cat.

And yet a lot of what follows doesn't make sense. No old E-Type that I've ever driven rides the vagaries of a modern road like this—compliant and controlled, even through potholes and strange American cambers, of which there are many. No classic steers with such accuracy and fluency, without the pause-and-effect cadence of age. Old cars don't tend to want to brake so straight, true and hard. No period gearbox finds its way so accurately, without the need to double the clutch on downchanges. And yet this car doesn't feel new. It's not a resto-mod, with modernity hovering obviously under the surface. The gearbox is long, and still requires you to be positive. I can hear—and feel—carbs. There's still the character of the old, but with a not-so-gentle push toward what can only be described as optimization. It's like the best E-Type you've ever driven. Except a little better. Which—as it turns out—it is. ►





WORDS BY TOM FORD / PHOTOGRAPHY BY JAMIE LIPMAN

# F PREY



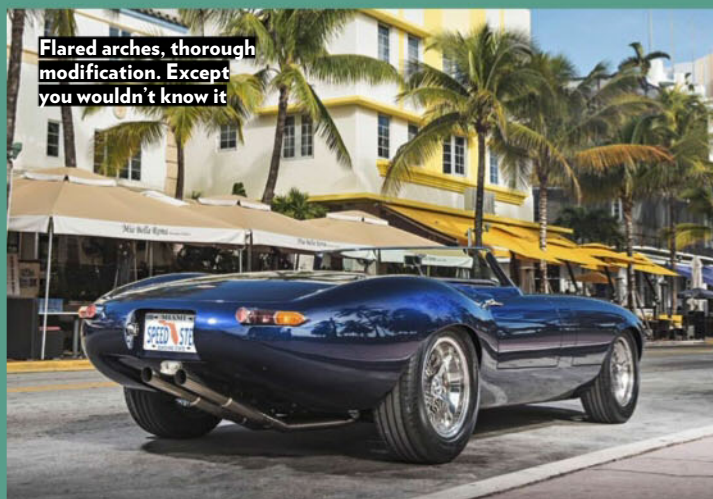
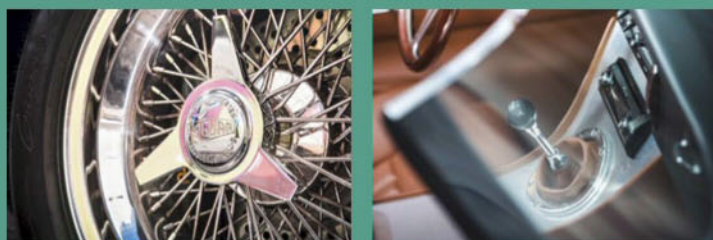




And for all those under the age of 21: What an engine should look like



Horrid modern stereo could be easily tucked away. It's hideous...



Flared arches, thorough modification. Except you wouldn't know it

This is the Jaguar E-Type Speedster by Eagle. A company that *Top Gear* likes very much. And it is perhaps the finest interpretation of the character of old with the usability of new that I have ever come across. Getting to drive it was serendipity of the highest order—a friend of a friend knew that Eagle man Paul Brace was delivering a car to a wealthy collector at the same time I happened to be in Miami. A couple of calls, and Paul informed me that the owner—a man of some serious taste and even more crucial trust—would be happy for me to drive his car. A car he hadn't even driven yet. Did I mention trust? In this specification, this car is entirely bespoke. It will be one of six, none of which will be the same, and would cost north of one million dollars. Paul turned out to be rather more than just a delivery driver, too. He is actually responsible for the concept, design and production of the Speedster series. On which point, I've decided he's actually some sort of sublime genius. Albeit one who spends far too much time obsessing over perfect detail to possibly have a life outside of this car.

And so to a bit of explanation. The Eagle obviously hits all the right notes in terms of being an E-Type. And yet, if you parked both together, the Eagle is an odd—kind of a rolling—concept of the E, the car that people might remember the E-Type to look like through the rosy tint of memory. Lower, smoother, slicker. Jaguar originally produced the Roadster, the Coupe and the 2+2, and the Speedster's something else again—obviously an E, equally as obviously a very special iteration.

It is, however, actually an original Series I Jaguar E-Type. Although with the amount of work Eagle (and Paul) has put into it, there remains an argument for the entire Speedster to be considered bespoke. Briefly—and I do mean briefly—the major changes amount to dedicated all-aluminum bodywork that does without any weather protection, a chopped and raked windshield with hidden A-pillars, wider arches to cover the inflated track and the wider wheels, de-seamed and generally cleaned-up shell, and the pair of centrally mounted exhaust pipes frenched tidily, albeit subtly, into the bottom of the trunk floor.

The bodywork itself runs into the interior with an extended rear deck that wraps slightly around the seats, a thoroughly reworked 'waterfall' center console whose sheet metal oozes around the door tops, a handbrake hidden in the center console, and deeper sills and a lower seating position that add to the decidedly burly appearance. Even the badges are flush-fitted. It's all about the detail that must cost Paul his social life. In fact, the only thing I couldn't bear is the awful modern stereo in the middle of the dash—an item I'd be happy to stash somewhere out of sight if this were my car.

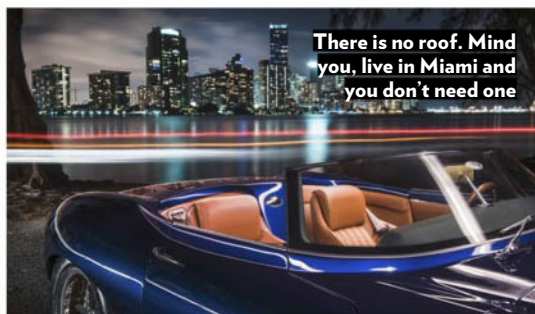
The motor itself is enlarged from 4.2 liters to 4.7, an all-aluminum in-line six with twin cams and big valves. It produces 310hp at just under 5,000rpm, and 460Nm at 3,600rpm, driven through the rear wheels via a five-speed aluminum manual gearbox of Eagle's design. There's even an aluminum Power Lock differential to keep the rear wheels syncopated. So the drivetrain, like the bodywork, production and materials, is authentic yet improved. The suspension consists of independent wishbones with very obviously modern adjustable damping (I doubt any period dampers could provide this kind of ride and control with the Eagle's decidedly roller-skate stance), and the brakes are 315mm vented discs at the front (280mm at the rear) gripped by four-piston calipers with servo assistance. Like I said, this thing stops as well as it goes.

It's interesting driving this car on well set-up carburetors. Eagle does offer a fuel-injected arrangement, but Paul reckons well-set-up carbs make for a more authentic experience. And he's right: There's instant reaction to the throttle, a crash of induction and then delicious, mechanical roar. No metering or waiting. Just air and fuel cycloned into a nutritious mix and sucked into a cylinder. It's also physically quick, not just immediately responsive: The gearing doesn't feel especially short, and it has over 300hp, but more pertinently sumptuous torque and a weight of just over a ton.





'IT'S LIKE THE BEST E-TYPE YOU'VE  
EVER DRIVEN...EXCEPT BETTER'



There is no roof. Mind  
you, live in Miami and  
you don't need one

Sorted for Es and whiz...



#### ORIGINAL E-TYPE

Depends on age, but  
\$225,000 can secure  
a decent E, with prices  
rising exponentially.



#### JAG LIGHTWEIGHT

A series of six authentic  
but new Lightweight  
Es built by Jaguar: "in  
excess of \$1.5 million."



#### EAGLE LOW DRAG

Possibly the prettiest  
grand tourer available,  
this car is yours for 'just'  
a million dollars.




#### EAGLE E-TYPE

Either roadster or  
coupe is available with  
myriad upgrades at  
around \$750,000.

Eagle claims "0-100kph in under five seconds and 250kph-plus," and it feels easily capable of that. Although at the car's top speed, I would suggest ducking under the windshield, unless you want bees tattooed permanently onto your forehead.

The best part is that the Speedster melds all of the changes into a delicious, immersive experience. It's a treat to drive even moderately quickly—you really do feel like you have to 'drive' it rather than just point it in a direction and let the computer digitize a vector. You feel the surface of the road through the tires and that lithe steering wheel, the textures, the sensations. The ride is benign, the body control exemplary, and the noise makes you want to go and do terrible things on a racetrack, or find tunnels for no reason at all.

Yes, the chopped windshield is low for me at 6ft tall, and, if you really fling it, there are few get-out-of-jail-free cards, but, get it right and this is a car that doesn't feel like a car so much as a companion. It's also possibly the most attention-grabbing car in Miami. Drive an Aventador or a Ferrari around here, and you'll get a cursory glance. Drive the Eagle, and you become instantly famous and universally adored. It doesn't present an aggressive tone, making you feel special, but not at anyone's expense or ego. It's essentially the world's most incredible automotive humblebrag. It also smells right. It's an oft-overlooked sensory input in modern cars, but roaring through the steamy Floridian night with the smell of hot oil and petrol diffusing through the hood louvers lifts the experience to something transcendental.

That's not overstating, by the way. You may not love older cars, and you may not like the idea of so much money being lavished on one automobile. But if you're reading this magazine, then that means you'll get the idea of the Eagle. You'll understand. You'll know when something simply feels right. When the levels of technology are sympathetic to the design, the improvements significant but subtle. A car you drive for the sheer hell of it, get up early for, possibly just sit and look at. When you get out of something wishing that you really could own it, keep it forever and hand it down to your kids. It's not quite a religious experience, but it comes damn close. 

#### JAGUAR E-TYPE SPEEDSTER BY EAGLE

**Price:** \$1 million+

**Engine:** 4.7-liter  
in-line 6-cylinder,  
310hp @ 4,800rpm,  
460Nm @ 3,600rpm

**Performance:**  
0-100kph in 4.9sec,  
250kph+ max

**Transmission:**  
5-speed manual,

**Drive:** RWD

**Weight:** 1,008kg





# THE PEOPLE'S CHAMP

WORDS BY BOTCHI SANTOS / PHOTOGRAPHY BY CHRISTIAN HALILI



The Volkswagen Golf GTI is the average car fan's hope of having the kind of driving fun one would expect from Italian exotics









**GTI.** Few other three-letter combinations evoke as much emotion among motoring enthusiasts worldwide.

While we have the Italians to thank for the moniker with the Maserati 3500 *Gran Turismo Iniezione* (Grand Tourer Injection), it was the Germans who made it famous with the original hot hatch—the Volkswagen Golf GTI.

The original A1 Typ 17 Golf Mk1 was launched in 1974 as a replacement for the popular Beetle. The GTI variant that followed two years later featured a more powerful 1.6-liter fuel-injected engine, and a sportier suspension that delivered a sharper and more involved driving experience. Though the Golf GTI wasn't the first hot hatch, it became the most popular—the standard all others would be measured against in the future.

Today, the Golf is VW's best-selling car, with 30 million units sold over seven generations. The GTI has gone through many remarkable changes since its introduction, and is still the favorite Golf variant out there even if the Golf R, with 296hp and 4Motion all-wheel drive, trumps it in specs. The latest Mk7 GTI is bigger, wider and longer than its predecessor, but it's roughly 100kg lighter. It's built on the VW Group's MQB platform, meaning it's related to almost all modern Volkswagen, Audi, Seat and Skoda vehicles of similar size.

Power comes from a 2.0-liter TSI (turbocharged stratified injection, or VW-speak for direct-injection gasoline) twin-cam engine that puts out an amazing 217hp and 350Nm, and is mated to a six-speed dual-clutch transmission. The dual-clutch delivers seamless, lightning-fast gear changes at full tilt, or a smooth, almost torque-converter-transmission-like progress in traffic.

Outside, you get bi-xenon headlamps, LED daytime running lights and park lights, 18-inch wheels shod with 225/40 Continental Sport Contact tires, that gorgeous rump with tailpipes on the outboard flanks, a red pinstripe across the front end, and GTI emblems on the front fenders. In other words: subtle, understated, uber-cool.

To the uninitiated, the inside might seem a bit of a letdown because leather doesn't cover everything. But for purists, it's heaven. The infamous Clark plaid adorns the center sections of the seats, framed by Alcantara on the thick side bolsters that really hug your torso during spirited maneuvers. To help modernize the Golf GTI further, red LED strips on the door sills and sidings give out subtle mood lighting. Soft white lighting glows from underneath the dashboard and door handles.

The steering wheel is a fabulous flat-bottom rim with three spokes, hinting at the Golf's motorsport pedigree (rally, autocross, endurance racing). The adjustment for reach and rake, together with the eight-way adjustable sports seat, helps put you in the most comfortable driving position. Apart from paddle shifters, there are auxiliary buttons for the cruise control, infotainment system, and vehicle trip computer.

At this point, it sounds like I'm reading through a brochure. Anyone can tell you that the Mk7 Golf GTI does 0-100kph in 6.7sec, all the way to a 245kph top speed. Or that the adaptive chassis control has Normal, Comfort and Sport modes, plus a

**'IN THE RIGHT HANDS,  
THE GOLF GTI WOULD  
ESSENTIALLY HAND  
EVERYONE ELSE THEIR  
BUTT FOR BREAKFAST'**



THOSE TWO SEPARATE  
TAILPIPES SHOULD WARN  
OTHER SPEED FREAKS







## VOLKSWAGEN GOLF GTI

**Engine:** 2.0-liter turbo fuel-injected gasoline  
**Transmission:** 6-speed dual-clutch automatic  
**Power:** 217hp @ 4,500-6,200rpm  
**Torque:** 350Nm @ 1,500-4,400rpm  
**Dimensions (L/W/H):** 4,268mm, 1,799mm, 1,442mm  
**Price:** P2,290,000

## THE OTHERS



### PEUGEOT 208 GTI

The Pug and the Golf GTI are archenemies, much like the STI and the Evo. Both are mainstream hatchbacks tarted up to perform like sports cars. A comparo is in order.



### SUBARU WRX

The WRX is another impressive bargain. With a CVT, it's a perfect everyday car that has extensive tuning support. More practical than the Golf GTI, too.



### MINI COOPER S

More focused, pricier and probably more exciting to drive, the Cooper S is not a direct rival of the Golf GTI, but it is the original little car that could slay the proverbial giant.



YOU WON'T GET THAT GRIN FROM BOTCHI IF THE CAR IS BORING

new customizable individual setting where you mix and match steering effort, shift points, throttle sensitivity, and the like. Or that it has seven airbags; traction, stability and engine drag controls; an electronic locking differential that mimics a limited-slip diff; steering effort that varies at speed; and a sport-tuned suspension that's 15mm lower than the Golf's.

I can tell you, however, that on the bumpy, winding, flowing and downright dangerous roads of the infamous Tanayburging, the Golf GTI, in the right hands, would essentially hand everyone else their butt for breakfast. And go at it again for seconds.

I can also tell you that approaching highly questionable speeds, the chassis rigidity is amazing even on broken tarmac. The suspension is firm enough to control unnecessary movements when you think you've almost overcooked a blind turn—then, upon realizing that the radius tightens past the apex and you need to trail-brake, you lift off the throttle or pile in more lock, hoping that the amazing suspension or driver aids will keep you from falling to an inglorious death. The car is simply in its element here. A typical rally replica like the Mitsubishi Lancer Evo or the Subaru WRX STI will skip, hop, slide and falter with a rock-hard suspension. The Golf GTI, on the other hand, continues to go flat-out.

This car is, in many ways, an overachiever. Despite possessing more modest engine output and two less driven wheels than the Japanese contenders, it's able to do more with what it has. On a fast canyon run, it's easier to keep on boil, making it invigorating and refreshing to drive. Response is instant for a turbocharged engine. Direct-injection, which introduces fuel later in the combustion process, helps cool the air-fuel mixture, negating the



MOVE OVER, STI AND AMG: THREE NEW LETTERS HAVE ARRIVED





# 'ULTIMATELY, THE REAL MAGIC OF THE GOLF GTI IS THAT IT DOES EVERYTHING VERY WELL'

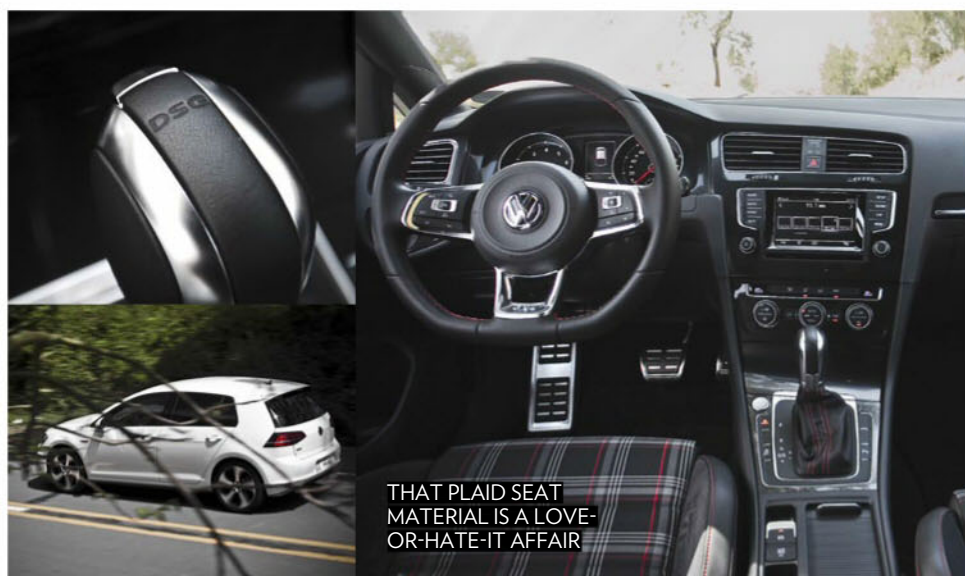
need for a traditional intercooler and thus improving response, packaging, weight and complexity.

The car isn't perfect, of course. The steering is a tad lifeless dead-center, and feels disconnected on the first few inches of travel on either side. The brakes are slightly over-assisted, too; the car lunges forward when you step on the stopper pedal lightly in traffic. The DSG emits some chatter at low speeds, but online forums reveal this to be a normal occurrence. Nevertheless, it's quite disconcerting.

Ultimately, the real magic of the Golf GTI is that it does everything very well. It may not excel at a particular dynamic field, but it's close to perfect—say, 90% up there in handling, braking, acceleration, top speed, emergency lane changes, and so on. While Tanay's roads are many a sports car's undoing, the VW cements its legendary status here. And on a late-night EDSA run, I only discover more of its hidden talents. High-speed cruising is an equally strong suit, because like most German cars, the Golf should be able to run all day at 200kph on the Autobahn.

It's a hero car for the masses. In the right hands and in real-world driving conditions, it will be faster—and easier to push harder—than your usual sports cars and exotics. This is the essence of the hot hatch: making a regular family-oriented vehicle perform at an extraordinarily higher level.

And the Golf GTI does this without losing any of its practicality and versatility. It's a real all-rounder that's perfect for everyday use, and being German-made, it's built like a bank vault. There's a sense of heft and solidity about it that's sorely missing in its rivals. It may not exactly be called cheap (P2,290,000), but considering its performance, build quality, practicality, technology, engineering and 40-year pedigree, it's a bargain. Many other models have come and gone claiming to be a real hero car for the masses. But they're all pretenders next to the Golf GTI. **TM**



THAT PLAID SEAT MATERIAL IS A LOVE-OR-HATE-IT AFFAIR







PORSCHE WORLD ROADSHOW

# PINCH ME NOW



**That's what you'd tell yourself if you were given free access to your favorite dream cars on a proper racetrack**

WORDS BY JASON DELA CRUZ / PHOTOGRAPHY BY MIKKO DAVID





Imagine being told you can do whatever you wish with this car...



We find this image more erotic than 50 Shades Of Crap

I love Porsche. I've dreamt of the 911 since I was a little boy. My very first car magazine was a 1983 issue of *Road & Track* with the first 911 Cabriolet on the cover. My very first car poster was of a 930 Turbo a year later. I still have these collectibles now, along with countless Porsche miniatures.

I could go on and on, but I prefer to just give you my three reasons for being in love with the brand: Its sports cars are no-fuss and highly drivable; it follows the 'evolution, not revolution' principle; and it is ahead of its time. The 911 has celebrated 50 years in existence; the 911 Turbo, 40. Both have essentially been kept the same throughout their life spans.

I always tell myself I'd go beyond collecting miniatures and actually get behind the wheel of these cars. I'm fortunate to have driven a few over the years, thanks to some very good friends who own Porsches, and, of course, my job. This year's Porsche World Roadshow, however, is a giant leap.

The PWRS is a professional event held in different countries to let Porsche customers and enthusiasts experience the capabilities of the model range in a controlled environment. It's an opportunity that doesn't come very often. The Philippines has held the event only four times since 1999, the last one being in 2012.

The new fleet for 2015 includes the Boxster GTS, the Cayman GTS, the 911 Targa 4S, the Macan range, and the Panamera range. These cars are owned by Porsche AG, flown in from Germany. The various driving exercises are done under the guidance of Porsche-certified instructors who have trained in Zuffenhausen or Weissach. In short, it's Porsche heaven.

**And so, the day I've been waiting for is here.** The weather is perfect—cloudy and a bit cool. No unpleasant heat to zap your energy. The air is thin, allowing for better driving conditions and higher speeds.

As soon as I get to the paddock, it's as if I've zoned out. I don't want to talk to anyone, and instead I concentrate on the Porsches lined up perfectly in a display of true German precision. I'm like a kid in a candy store. From the get-go, I already

## THE STARS OF THE SHOW

### CAYMAN GTS

A real track tool. Its mid-mounted engine and additional 25hp over the Cayman S enable it to give the 911 Carrera and Carrera S a run for their racetrack money.

### 911 TARGA 4S

Drives with great balance, thanks to the all-wheel-drive layout. And the retro appearance just looks so good.

### MACAN TURBO

SUV or sports car? It straddles both sides, but we say sports car in crossover clothing.

### PANAMERA TURBO

It doesn't care about what you think of it. But you'll only think good things when you drive it.





You won't see it in this photo, but Jason is about to shed a tear

know which ones I want to get my hands on—the 911 Carrera S and the Cayman GTS.

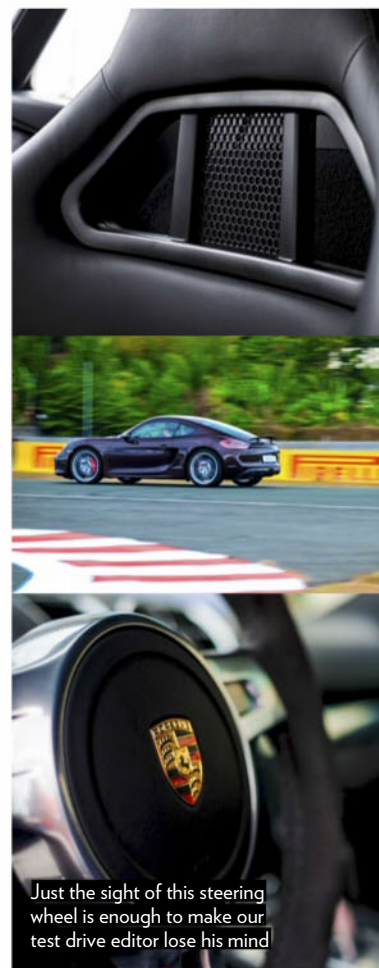
Before we head out, the instructors brief us on safety as well as the optimum driving position—elbows at an angle of about 90 degrees, the usual. It sounds routine, but it's extremely important if you want to get the best out of the car. The *Fast & Furious* style of driving isn't allowed here.

The group I belong to starts with the road tour, which involves driving around Clark in typical conditions. It's the best way to kick off the experience because it warms us up for the other activities, especially the 911 and Cayman handling exercises on the track. We're basically working our way up to the highlight of the PWRS event.

The Macan Turbo feels particularly special in this road tour. With all that power in a tight package, it hits the sweet spot between performance and practicality. The Cayenne is up there, but it's not as enjoyable as its smaller sibling. The Panamera Turbo, too, is a lovely thing. It's a Porsche that doesn't give a rat's ass what you think about it, and its speed is its response to the criticisms thrown its way.

Before stopping for lunch, we sample the handling of the four-door lineup. This is when the action officially goes up a notch. The instructors have laid out cones as markers for braking points, but in truth, you can brake later because Porsche brakes are just so good. The Macans shine around here, exhibiting much poise and hardly any body roll. The Panamera S is a joy to drive as well. The handling is so superb, you'll forget about the car's sheer size.

**We begin the afternoon by running the Boxster GTS** on a slalom course, where precision is the goal while driving between the cones. A colleague attempts to left-foot-brake ➤



Just the sight of this steering wheel is enough to make our test drive editor lose his mind



**'I'M LIKE  
A KID IN  
A CANDY  
STORE'**

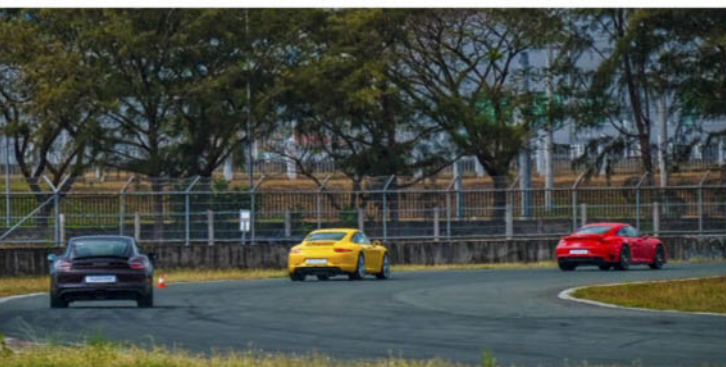




How can you not look good behind the wheel of a sporty Porsche?



Even without the car, we'd pick this over an iPhone 6



in order to post a good track time. Launch control, however, will sense the technique and won't allow the car to take off. Our instructor further explains that if the steering wheel is turned by at least six degrees, launch control won't activate, either. It's an interesting fact that we wouldn't have learned had someone not tried it.

Finally, we get to the highlight of the day: tearing up the track in 911s and a Cayman GTS while following the lead of our instructor. The most obvious change to the type-991 911 is its bigger size. I look at the backseat once I hop in, and it appears more comfortable for adults to sit in.

As I drive onto the track, I think of the 911's tail-happy reputation. It's a car you have to treat with respect; otherwise, it'll bite back. But with all its safety nannies, you're tempted to push to the limit. There are corners where the rear slides, particularly on the snaking apexes of Clark International Speedway. It gets me wondering how the Turbo and the GT3 would feel.

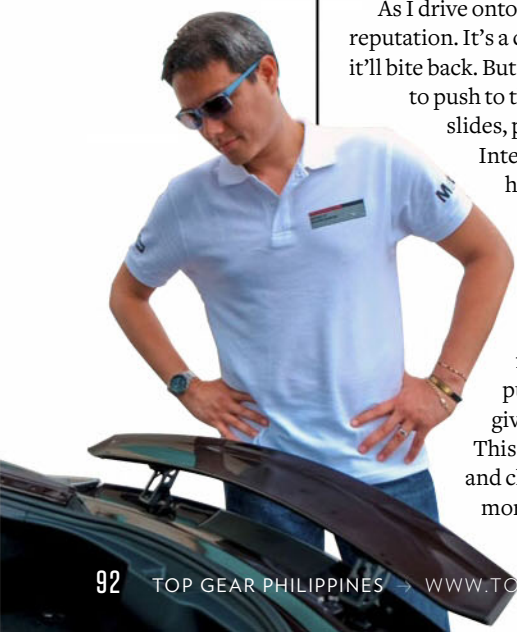
It's the Cayman GTS, however, that really gets my attention. Those three letters essentially mean the best performance bits in a daily package—a step closer to 911 territory. This car inspires more confidence than the 911 Carrera S, and is more purpose-driven. It's really fast out of corners, giving the 911 C2S a difficult time keeping up. This is what the 911 should feel like given its size and characteristics. The 991, in a way, has become more like a GT. It reminds me of when the 911

## 'BUT IT'S THE CAYMAN GTS THAT REALLY ARRESTS MY ATTENTION'

was supposed to be replaced with the 928 in 1978.

It's funny how Porsche anticipated that bigger sports cars with luxury and refinement would dictate the market. It's funnier that the company bigwigs once thought the 911 had reached the end of its development cycle. Thirty-seven years on and it's still here. Axing the 911 is simply unthinkable. Despite Porsche's extended model range, the 911 is still the car that defines the brand—the reason the Porsche World Roadshow came about in the first place.

This event is definitely what I've expected it to be. And it's something I can now tick off my bucket list.





BECAUSE NOTHING BEATS THE THRILL OF CROSSING THE FINISH LINE FIRST

# FULL THROTTLE



## THE FASTEST 10-YEAR- OLD IN THE WORLD?

**Iñigo Anton** might very well be. And he's already winning races against experienced drivers thrice his age

WORDS BY PAULO RAFAEL SUBIDO / PHOTOGRAPHY BY MIKKO DAVID



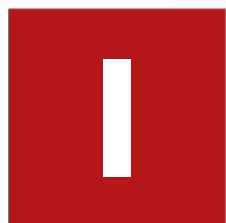


# FULL THROTTLE

IÑIGO ANTON



CALL HIM ANYTHING BUT CUTE. IÑIGO IS OUT TO BEAT YOU



n the middle of a discussion about the proper way to steer into corners and the correct line to take on Clark International Speedway, multiple-champion racer Carlos

Anton tells me: "Let's log on to YouTube and watch my 10-year-old son Iñigo's video. You will see how it is done."

Was my ego deflated? Not at all. Carlos Iñigo Navarette Anton might not have a driver license yet, but the young boy sure can drive. I watched his video intently, and his hand movements are like a pro's. Amazing stuff. Did I learn something? Absolutely. I also realized that if I were to go head-to-head with him, I would probably have my ass handed back to me on a platter. The kid is that good.

In fact, Iñigo already beat a Group 3 hill climb champion in the Touge Battle club event last

January to come home with first place. This shows you the caliber of drivers he is up against. In February, he placed third in the Touge Battle and first in Bracket C of the FlatOut Race Series (FORS). You know, to be racing at his age is already an achievement, but to win against the big boys? That's something else entirely.

He's a karter under the tutelage of Edgen Dy-Liacco, too. In his last race in Carmona, he placed second in the Petron Super Karting Series Formula Cadet Novice class. No wonder Johnny Tan had offered to sponsor his karting career early on. But let's talk about his achievements with cars first. Dad Carlos is more at ease when his son is in a closed cockpit, because kart races can be extremely nerve-wracking for parents, what with the close racing and contact.



## 'IÑIGO WAS ONLY EIGHT YEARS OLD WHEN HE JOINED HIS FIRST RACE'

YOU WOULDN'T THINK A 10-YEAR-OLD WAS BEHIND THE WHEEL







## STATISTICS

### 1ST PLACE

Novice 2000 and Above division of Touge Battle, June 2014

### 22ND PLACE

Out of 105 entries, and 4th in Bracket C of Final Showdown, October 2014

### 1ST PLACE

Group 2 night race of MFest Tarmac Challenge, November 2014

### 3RD PLACE

Group 5 day race of MFest Tarmac Challenge, November 2014

### 1ST PLACE

Race Car division of Touge Battle, January 2015

### 2ND PLACE

Formula Cadet Novice class of Petron Super Karting Series, February 2015

### 1ST PLACE

Shakedown Bracket C of FlatOut Race Series, February 2015

### 3RD PLACE

Race Car division of Touge Battle, February 2015



Before ‘mom’ and ‘dad,’ Iñigo’s first words were ‘vroom-vroom’ and ‘car.’ Carlos remembers how they didn’t have any trouble choosing presents for their son because he adored anything with four wheels. “And then we saw him drifting and sliding on his toy twister kart, and it was all so natural,” recounts Carlos. “He always wanted to sit on my lap when I drove around the village, until it progressed to him actually driving. I asked if he wanted to drive around the track, and he did!”

Carlos asked the late Enzo Pastor if Iñigo could join a Circuit Showdown race. He got the green light, with the condition that he would ride as a passenger. Even at this point in time, Carlos wouldn’t ever let his son compete if he weren’t sitting in the shotgun seat.

Iñigo was only eight during his first race. There were 104 entries, and he still beat three guys. After that he beat 20 guys, and then he got quicker and quicker—and he got his first trophy at the end of his first year of racing. This was in 2012. He only started driving a manual transmission one year ago. “It is already more fun to drive a manual than an automatic,” Iñigo says.

His steed is an EG-body Honda Civic with a B18 under the hood and a full roll cage, but it isn’t an all-out race car. They could go for quicker times, but would it be the car or Iñigo’s driving? “Right now, we want to improve

his driving,” explains Carlos. “That’s why we barely do anything to the car. So, if there is an improvement, we know that it is not the car.”

Of course, safety is paramount. In club events like FORS and Touge Battle, Carlos is always in the cockpit with Iñigo. These events are time-attacks, and father and son are usually the last to run so that they aren’t on the track with anybody else. “I can call it off immediately if there is any danger, and we will not let him join any head-to-head races yet,” stresses Carlos. Iñigo also has a custom seat, allowing him to be held securely by the four-point harness. This special seat, which comes with a HANS device, is made of metal, molded to his body, and extremely sturdy.

“I always tell Iñigo that if he stops today, he has already done more than enough. He can be a chess champion if he wants. It will be less stressful for us parents,” Carlos remarks, laughing. He likewise reminds his son that there is no pressure. The wins, at this stage, are just bonuses.

Alfie Concepcion, a mentor of Iñigo and close friend of the Anton family, is always at the races to support the father-and-son tandem, too. “We tell Iñigo not to rush,” he shares. “I say it’s okay if somebody beats him. The goal is to always focus on the driving and not the car. And of course, safety first.”

But Iñigo isn’t all about racing. His favorite subject in school is math—and he’s the

district champion two years running in the Math Festival Quiz Bee. “I enjoy the computations. It is interesting and fun,” he tells us. He also plays some piano.

How does he feel before the races, though? What goes on in his mind? “I feel very scared and nervous before the race, and I know I just have to focus and do my best,” he replies. “I know I don’t have to beat the other people.” It might come as a shocker, but he isn’t a huge fan of outright speed. He just loves driving and the sound of the engine.

Search the Net and YouTube, and you won’t see any kids his age driving like him and hitting the speeds he does during the races. You will find videos of young kids bragging about doing 100kph. “That’s just Iñigo’s second gear!” interjects Alfie. During a competition, Iñigo’s EG easily tops out at 200kph down Clark’s main straight. But during practice, the revs and speeds are toned down. It isn’t about top speed all the time.

Carlos has uploaded all of Iñigo’s behind-the-wheel videos on YouTube so that if somebody from *Ripley’s Believe It Or Not* or the *Guinness World Records* wants to check, the dates don’t lie. He reminds us that Iñigo is just a kid who enjoys driving, and whose experience on the track will make him a better and safer driver in the future.

Still, Iñigo has big dreams. “I want to be a Formula 1 driver,” he says. The 10-year-old’s advice to youngsters who want to follow in his footsteps: “Always be closer to God, because He will help you.” Good kid.







JOSELU RACED HIS CAR AGAINST THE LIKES OF POCHOLO RAMIREZ

YOU WON'T LOOK MORE HANDSOME IN THE COCKPIT OF A CAR THAN JOSELU DID IN HIS BELOVED MIATA

# For the love of the Miata

Not many men will get to experience the kind of automotive love affair **Jose Luis Romero-Salas** had with the Mazda MX-5

**P**lease indulge us. This is not your usual “racing legend” story. The subject, Jose Luis Romero-Salas, is hardly a racetrack icon in the mold of Dodgie Laurel. But his story is the stuff of legend, one that needs to be told.

Joselu was not your hardcore gearhead. Cars were more the domain of his technical-minded brother Miguel, who shared this story with us. Joselu was more the corporate type, an industrial management engineering graduate of De La Salle University and a successful executive whose last post was as president of a drum-making company called Mindanao Container Corporation.

But then he met a car that would change his life forever.

When Joselu had entered—or was about to enter, depending on one’s maturity—midlife, he needed a distraction to entertain himself. But instead of overhauling his wardrobe or perhaps chasing a pretty young thing, he acquired a secondhand first-generation Mazda Miata (aka

MX-5) painted in British Racing Green. It was love at first drive. It was as though Joselu had been transported back to his salad days, the nimble roadster giving him his youth back.

Joselu was so enamored of the NA-model Miata that he imported a right-hand-drive unit just so he could race it in the Miata Cup at the now-defunct Subic International Raceway. This RHD Miata was kept and maintained within the premises of the racetrack, existing solely for its owner’s petrol-addled pleasure.

His brother Miguel describes Joselu as a very good and technical driver who raced against the great Pocholo Ramirez in the Miata Cup’s NA category, and more than held his own. Car racing was to Joselu what golf was to his fellow corporate big shots. It made him alive and happy.


Alas, not even the Miata’s fountain of youth could stave off the arrival of prostate cancer. The prognosis wasn’t encouraging, but it didn’t stop Joselu from living life the only way a Miata owner knew how—energetically, vibrantly. Which is to say he continued driving his beloved roadster,

at a stage of his life where another terminally ill individual might settle for a chauffeured van.

In May last year, we announced on our website that Mazda Philippines was to bring in 25 units of the Miata 25th Anniversary Edition, an NC-based tribute model created just before the release of the new ND-model MX-5. Joselu got so excited he made arrangements to sell his green Miata so he could purchase the milestone model.

He knew getting one was a long shot, as Mazda had virtually relinquished selling rights to the Miata Club Philippines, granting its officers and members first dibs. Nevertheless, on August 13, when he had sold his first-gen Miata, Joselu sent a text message to the club’s president: “Are all the 25 units of the Miata 25th Anniversary Edition sold already?”

As fate would have it, the 25th buyer who had reserved a unit backed out at the last minute, just before Joselu made the inquiry. Joselu thus got himself a brand-new, fully paid Miata.

Five months later, on January 25 this year, Joselu crossed the finish line at the age of 55. 



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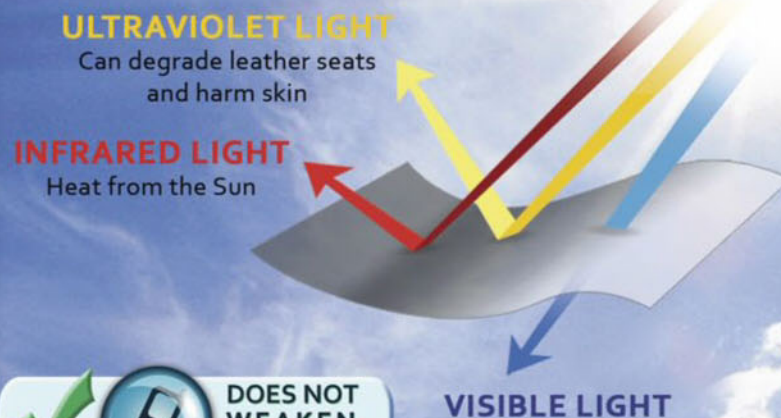


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## THE ROADSTER DRIVE



## We drive the new Mazda MX-5 in Spain

Print associate editor Paulo Subido, who owns a classic first-generation Miata, is beaming because Mazda Philippines president and CEO Steven Tan gave him unfettered access to drive the all-new MX-5 in a scenic Spanish locale. Paulo was glad to finally use his chic scarf on the European back roads he always imagined,

where his fashionable driving accessory fluttered and complemented his rugged good looks. When it was time to ask serious tech questions, MX-5 chief designer Masashi Nakayama was on hand to address all the questions Paulo could think of. Like, could he stash his breeze brimmer hat in the glove box?

## THE JOY OF DRIVING



## An ideal road trip for a BMW

Outgoing BMW Philippines sales and marketing director Glen Dasig briefed us on the interesting attributes of the German carmaker's new model, the 2-Series Active Tourer. We also took the car to Qiwellness Living in Tagaytay to sample its relaxing ride and have an enlightening degustation meal.



## A mecca for Porsche fanatics

Test drive editor Jason Dela Cruz lives and breathes Porsche. So when the Porsche World Roadshow came back to our country, wild prancing horses couldn't have dragged him away. The picture above is Jason's idea of car heaven, and there will always be a 911 and a Cayman in it.

## WE COULDN'T HAVE DONE IT WITHOUT...



## The beauty and style crew

New and familiar faces are now behind our Traffic Stopper shoots, headed by our capable editorial assistant Elaine Lara.



## Mazda MX-5 owner Ven Rojas

The Miata Club Philippines member proudly shows off his 25th-anniversary edition of the popular Japanese roadster.



## Glass man Federico Borromeo

Aguila Auto Glass lent us its expertise for our Workshop section. When you want something done right, ask the experts.



## Car tuner Carlos Gono

The pleasant big boss of AutoPlus Sportzentrum let us know what it's like to have an awesome automotive playground.



YOU'VE READ ABOUT THE COOLEST CARS. TIME TO BUY, MAINTAIN OR MODIFY ONE

# THE GARAGE



## VIVID IMAGINATION

Sushi Factory's take on the Mini is unlike any other **P106**



**p100**

**WRONG CAR/RIGHT CAR**



**p102**

**USED CAR**



**p110**

**MOD RIDES**



**p112**

**THE WORKSHOP**





# For the first time

AN ENTREPRENEUR IS PURCHASING A CAR FOR ALL THE RIGHT REASONS **WORDS BY BOTCHI SANTOS**

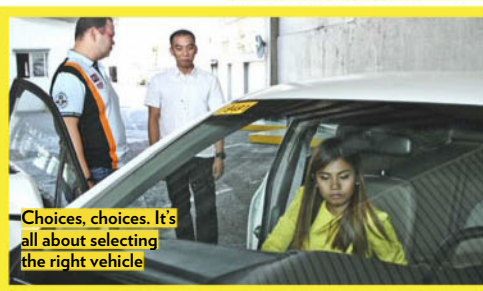
**T**here are always people who'll need that final nudge before they take the plunge, buy a car, and become part of the everyday motoring public. Sure, traffic is bad, but cars and motoring, as our UK columnist Jeremy Clarkson says, is an extension of our freedom. Despite the daily gridlock, having your own car is having the ability to take more control of your time, efforts, schedule and safety.

Nicole de Dios works as an executive for one of the world's largest IT-specialist BPO firms in Eastwood City. She knows how to drive and readily admits that she loves cars, but she has never really bothered to drive every day because it's just too stressful for her. She lives in Parañaque and goes to Quezon City daily for her work, but on the side, has a thriving online and bazaar business selling locally made bags. She also loves going on road trips far from the hustle and bustle of the metro. As a lover of water sports, especially wakeboarding, she needs a spacious car to carry her sports gear as well as her supplies for her online bag business. With all these things in mind, Nicole's finally decided that she needs her own car so that

## 'NICOLE HAS GONE TO VARIOUS CAR DEALERSHIPS TO NARROW DOWN HER SHORT LIST'

she can better manage her time and resources for a more fulfilling and exciting life.

Nicole is also very organized and thorough; she has already gone to various car dealerships to check out her options and narrow down her short list. She has memorized the key features she wants, and has also researched online for reviews and feedback. But at this point, she knows it's now or never. We help ease her nerves.



### NAME

Antonella Nicole de Dios

### OCCUPATION

Entrepreneur; cost engineer for a BPO company

### BUDGET

P1.3 million

### CURRENT RIDES

None

### NEEDS

A reliable and fuel-efficient car that is easy to drive; roomy interior and massive trunk space; modern, intuitive, and GPS-equipped (or GPS-ready) multimedia system; good after-sales service



# THE PICKS



## SUBARU IMPREZA

**Price:** P1,128,000 (2.0i)  
**Power:** 148hp @ 6,200rpm  
**Torque:** 196Nm @ 4,200rpm

We're regular visitors at the Motor-Image Greenhills dealership, usually to check out the Forester or the XV. Rarely do we get to take a closer look at the other vehicles. Sure, we love the BRZ, the WRX and the STI, but not everyone wants a fire-breathing rally replica or a lightweight tarmac terrorist. Fortunately, the Impreza holds the basic DNA of all Subarus: a fun and dynamic drive. And Nicole is here precisely to get a slice of that exciting driving DNA. She loves how the Impreza, despite being simple, looks sporty and elegant.

### PROS:

- impressive safety features
- elegant interior
- windows' unobstructed view

### CONS:

- last unit left
- outdated multimedia system
- left out by other Subaru models

### COMPATIBILITY RATING



## MAZDA 3

**Price:** P1,298,000 (2.0 Speed)  
**Power:** 153hp @ 6,000rpm  
**Torque:** 200Nm @ 4,000rpm

From Greenhills, we head to Mazda Pasig. Mazda is one of the brands on the rise with impressive and exciting products. Whenever we bring guests to one of its dealerships, they are impressed by the quality of the cars. Mazda Pasig is a huge, bright, brand-spanking-new facility—a good venue to examine the Japanese carmaker's latest offerings. Apparently, Nicole is a regular visitor here, and she just can't keep her eyes off the Mazda 3 Speed! It is *Top Gear Philippines'* 2014 Car of the Year, which says a whole lot, too!

### PROS:

- exterior oozes with sex appeal
- Skyactiv technology
- Yojin 3 package

### CONS:

- no promos
- no backing-up camera
- no black leather interior option

### COMPATIBILITY RATING



## TOYOTA COROLLA ALTIS

**Price:** P1,201,000 (2.0 V)  
**Power:** 143hp @ 6,200rpm  
**Torque:** 187Nm @ 3,600rpm

Of course, no WC/RC tour would be complete without dropping by Toyota Pasig. I've been going here for years to have our various Toyota vehicles serviced. Despite the all-new facilities, and the hustle and bustle, it remains a comfortable place to be in. And this time, we're looking at the Corolla Altis, still the poster boy of the compact-sedan segment. While this segment has been shrinking the past few years, that hasn't deterred the carmaker from making their former bread-and-butter car better, more stylish and more refined.

### PROS:

- known brand reliability
- huge discounts (P100,000)
- excellent after-sales service

### CONS:

- too much going on in the interior
- mature cabin design
- aggressive exterior styling

### COMPATIBILITY RATING



## HONDA CIVIC

**Price:** P1,258,000 (2.0 EL)  
**Power:** 153hp @ 6,500rpm  
**Torque:** 190Nm @ 4,300rpm

Our last stop is Honda Pasig to check out the Civic. Of late, the Jazz-and-City subcompact tandem has stolen much of the Civic's thunder. It's still an impressive, feature-laden compact sedan, but it has somehow lost its edge to a shrinking C-segment and the lure of newer, more exciting brands. The common complaint is that the Civic has lost much of its pizzazz and sex appeal, succumbing to safe and boring but universally more appealing. Nicole initially doesn't warm up to it, but she's surprised after a closer look.

### PROS:

- backing-up camera
- neat dash setup
- eco-coaching function

### CONS:

- outdated exterior design
- fixed rear bench
- front seats lack support

### COMPATIBILITY RATING



### VERDICT: NICOLE SAYS

I pick the Mazda 3: This lovely creation is packed with all my preferences for my first car. It's a really good-looking vehicle inside and out—the best-looking, in fact, of the cars on the list. It has nice features and is well-engineered, too. The brand is also on the rise here. I will definitely add the P100,000 to get the Speed variant for the extras, especially the Bose speakers, the satin black wheels, and the bodykit. I'm also excited about how much I can save with the Yojin 3 total care package! However, I hope that Mazda could have more flexible payment options and discounts like the other brands do.

### VERDICT: BOTCHI SAYS

Since space is a high priority for Nicole, I suggested we drop by Nissan Gallery Ortigas. We weren't able to shoot there, but we did get to see the Sylphy, which was easily the biggest car out of everything we looked at. It's priced reasonably, too. On the original shortlist, the Mazda 3 is the winner hands down—it's the newest, best-looking, and best-equipped. What's more, the Yojin 3 package makes it a very attractive purchase. But with space being a priority for Nicole, I also urged her to consider the Subaru XV. It's just outside of her budget, but it has massive versatility compared to sedans even if it's getting long in the tooth.





# 2008-2014 Mazda MX-5

→ **PRICE NEW:** P2,000,000  
**PRICE NOW:** P1,050,000

⚙️ **2.0-liter DOHC I4** ⚙️ **GEARBOX:** 6-speed manual ⚙️ **POWER:** 167hp @ 7,200rpm  
→ **TORQUE:** 190Nm @ 5,000rpm ⚙️ **ECONOMY:** 6-7km/L (city); → 12-16km/L (highway)

## History

The MX-5 Miata started with a simple idea: to make a fun, affordable sports car in the vein of the classic '60s British roadster, but with modern technology. The first-generation NA model was an instant hit in 1989, providing intimate driving thrill at a relatively low price. Columbian Motors imported these in the '90s, to the delight of local enthusiasts. But after the distributor let go of the brand, it would take another decade before the motoring icon returned, as the third-generation NC MX-5. An updated version, often called NC2 by enthusiasts, followed soon after, then the third generation concluded with the limited 25th Anniversary Edition, which we have here.

## Value and costs

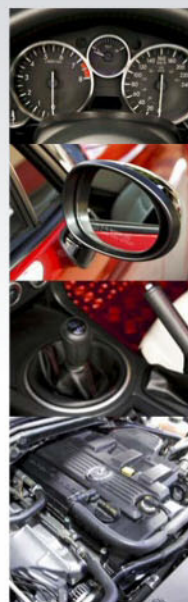
Thanks to the aggressive P1.8-million pricing for the 25th Anniversary Edition, earlier MX-5s, sold at an eye-

watering P2.2 million, are starting to appear on the market at more realistic prices. You can even get one at under P1 million if you're lucky. NC2s are still more expensive, but prices should go down with the introduction of the all-new ND later this year.

Because most owners are mature enthusiasts, secondhand MX-5s are typically well cared for. Units sold by current distributor Berjaya Auto Philippines should also have full service records, thanks to the free three-year maintenance scheme under Yojin 3. That said, there aren't many common problem areas, anyway. Rubber bits in the suspension and chassis can degrade over time, but these are easy to fix. The mechanicals are typically robust, and the powered hardtops seem impervious to leaks.

## Exterior and interior

The MX-5 is classically low, with wide



'Only' 167 horses, but the NC Miata has superb power-to-weight ratio. Lightness is key

fenders and tight overhangs. It's a tiny thing, weighing around 100kg less than the 'Toyobaru' BRZ/86. While the first NC aped the 'pill-like' styling of the original Miata, the 2009 version has a more contemporary vibe, with sharper headlights and a more aggressive look. The Anniversary Edition caps this with a glossy black top mated to shiny Soul Red paint and gunmetal wheels.

All local NCs came with the power retractable hardtop, a mechanical origami masterpiece that raises and lowers in just 11sec, and occupies a negligible amount of space behind the seats. No fiddly removable hardtops here!

On the inside, the MX-5 is a tight fit, but ergonomics are excellent. There's a lot of hard plastic in keeping with the MX-5's lightweight ethos, down to the ultra-thin sun visors.

## Engine

The low weight tends to flatter the



We doubt anyone is crazy enough to let go of his 25th Anniversary Edition Miata





## IN DETAIL

1

### ALLOY ENVY

The 17-inch gunmetal rims...damn if they aren't pretty.

2

### TWO-TIMER

Two-toned leather has Steve McQueen levels of cool.

3

### TOP DOG

Gloss black windshield housing makes this MX-5 look lower.

4

### BADGE OF HONOR

States what number out of 1,000 examples.

5

### AMPED UP

Countless hours were spent tuning the MX-5's exhaust note.

6

### SMILE!

The grille is a cutesy touch on an otherwise aggressive design.



Almond leather seats are another feature of the Anniversary Edition



## MORE INFO

### Rivals

Hyundai Genesis Coupe, Subaru BRZ, Toyota 86

### On sale

2008-2014

### Best resource

[www.miata.net](http://www.miata.net)

### Parts

Oil filter: P250/piece (Purolator)

Front shocks: P4,900/piece (KYB)

Front brake pads: P1,500/pair

\*Prices indicative of range

### Top contact

Berjaya Auto Philippines

## QUICK FACT

The 1998 NB generation was the only MX-5 to come with both a turbocharger and a coupe body. Unfortunately, it was never brought to the Philippines. That's just too bad.

2.0-liter MZR engine. Its 167hp might seem tame compared to the Subaru boxer's 197hp, but it pulls more evenly from off-idle to redline, and sounds better, too. NC2s have a higher redline than earlier cars, which are limited to 6,500rpm.

Fuel economy ranges from 6-7km/L in the city. On the highway, it depends on how heavy your right foot is, but with short gearing and relatively poor aerodynamics, don't expect the MX-5 to do Mazda 3 numbers. NC2s received a longer sixth gear for better fuel economy, and revisions to make the 'box sturdier, though synchro engagement in the lower gears does tend to make shifts a bit notchy.

## Driving impressions

Commuting is not the MX-5's strong suit. It's difficult to see over the wide fenders through the side mirrors. There's quite a bit of road and wind noise, even with the top up. But when you actually want to drive, it delivers in spades.

When Mazda trots out the old *jinba ittai* (horse and rider as one) chestnut, it's not pulling your tail. While older NCs have slightly anodyne steering, changes to the caster and steering geom-

etry make the NC2 much more tactile. It's like the Carlos Santana of electric power steering, but the BRZ/86's rack is nearly as good. That said, whereas the boxer twins flatter you into playing super-dorifto-hero with their nose-led weight balance, the MX-5 feels keener to thread the eye of the needle.

A stiffer suspension and stickier Bridgestone Potenza rubber eliminate some of the slop of older NCs, which tend to wiggle around at full attack, but there's still a lot of body roll, even with the Anniversary Edition Bilstein dampers. Still, the excellent tactility of the chassis makes you feel more wired to the road.

## Verdict

There's a reason the MX-5 is an icon. It's been a gateway drug to driving enthusiasm for petrolheads. Despite its share of detractors, the NC has more refinement, speed, and day-to-day usability than any Miata before it. There aren't many out there, but for the lucky few who've picked one up, it's a guaranteed future classic.

But one that's meant to be driven. Preferably with the top down and the Sierra Madre mountains streaming past in the distance.





### NETGEAR ARLO P14,700 (est.)

If you lose sleep over your car, wondering if it's okay out there in the lonely garage, you should probably see someone about it. For the time being, consider this HD security camera that live-streams to your mobile, which you could use as a sort of baby monitor for your ride. Though if you refer to your car as 'baby,' there are other, more specialist, magazines you should be reading right now. It's 100% wireless, mounted on magnetic docks and runs off its own battery. It even has night vision.

[www.arlo.com](http://www.arlo.com)



### COLUMBIA BARRELHEAD LG P2,990

This bag can haul your stuff during unfavorable weather conditions. Compress it and it will hold your toiletries. **Columbia Sportswear, Greenbelt 5**



### DJI INSPIRE 1 P159,000 (est.)

An all-in-one, ready-to-fly rig with a flight stabilization system and 4K camera on a rotating gimbal. That's a 360-degree view to film! [www.dji.com](http://www.dji.com)



### TAGAI BETA NOCTURNAL P7,500

Might come in handy when driving at night. Safety features include glare reduction from oncoming vehicles. Neat! [www.tagai.co/ph](http://www.tagai.co/ph)



### FUJIFILM X30 P31,990

Another brand option for your photography needs. Its high-speed 0.6sec auto focus might just come in handy when shooting cars. [www.fujifim.com.ph](http://www.fujifim.com.ph)

## AFTERMARKET



### PIONEER DEH-X8750BT P10,000 (est.)

Pioneer developed its new models with safety in mind. It doesn't want you reaching for your gadgets and fiddling with them while you are behind the wheel. That's why this offering can seamlessly connect to your iPod, iPhone, and android device just like any socially acceptable car entertainment system these days. The Bluetooth feature will allow wireless audio browsing of your phone's music library.

Buyers may also ask the local distributor to install the controls to the steering wheel, should their cars be compatible to the system.

The DEH-X8750BT has a 10-step brightness control for your comfort during daytime or nighttime driving. It even has an illumination timer that will automatically turn the dimmer on and off with the car's headlights through the illumination line in a specified time.

The system will also be able to connect two phones full time. So drivers with two devices need not fret and switch between personal and business phones. It will also remember your gadget's settings.

Just like other Pioneer car products, the DEH-X8750BT includes Mixtrax—your in-car virtual DJ. Your playlist will now have transitions between tracks. You can also set the illumination and display to pulsate and change color with the intensity and tempo of the music.

**AVAILABLE AT** Blade stores



## BEST TIME



### GRECO GENÈVE P329,000 (est.)

It's called the LTM-04T and it's made by Swiss company Greco Genève, which, by its own admission, is a bit of a weirdo. The press pack refers to "mechanical truths," "dance-house pianos" and "magical powder." Clearly Greco's designers have sampled much of the latter. We've seen designs inspired by cars, and most manage to corral the elements into a tasteful package, perhaps because they avoid the LTM-04T's rather more literal approach. [www.greco-watches.com](http://www.greco-watches.com)



### SCHOFIELD BEATER P187,000 (est.)

Made by hand in small batches, each receives a slightly different finish and is supposed to take on a unique patina over time. [www.schofieldwatchcompany.com](http://www.schofieldwatchcompany.com)



### BOMBERG BOLT-68 P48,400 (est.)

Bomberg is a newcomer to the old-fashioned Swiss watch world and a little bit wacky. Choose one of the more restrained designs. [www.bomberg.ch](http://www.bomberg.ch)



### SEIKO RECRAFT SNKM97 P9,970 (est.)

A collectible Seiko. Not only does it recall the best '70s driver's watches, but it's properly mechanical and surprisingly affordable. [www.seikousa.com](http://www.seikousa.com)



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1964 AUSTIN MINI

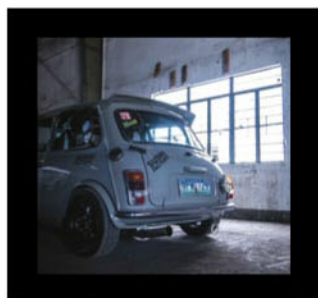
# Osaka Brit

A DISTINCTLY JAPANESE WAY OF KEEPING THE MINI SPIRIT ALIVE

WORDS BY PAULO RAFAEL SUBIDO PHOTOGRAPHY BY IAN MAGBANUA

**T**his 1964 Mini is known as Makino-chan, and it is one of the poster cars of Jeiven Perez's Sushi Factory. The other, a very slick first-generation Toyota Celica, was already featured in this magazine not too long ago. Both cars represent what Sushi Factory is all about, and are the tangible results of Jeiven's unique vision.

A word of caution to the purists: Don't set foot in Sushi Factory unless you are ready to be shocked. You probably won't dig the kind of modifications done here. But for those with an open mind, this is the *talyer* where your imagination can run free. It has a playful DIY spirit that leads to some very unique creations. Jeiven and his crew don't care about what the purists have to say, and that's why all of Sushi Factory's projects are special. Custom flares,



THE MINI'S PROFILE IS STILL RECOGNIZABLE EVEN IN THE DARK

spoilers and wings are the first things you notice, but Jeiven's builds have a spirit and attitude unlike any other.

In fact, his garage has found an audience in Japan—he ships Sushi Factory brand parts there now. How cool is that? The Osaka car scene was what inspired Jeiven's projects in the first place. It is quite an achievement to be sending custom-made wings and spoilers to those street-racer groups that have made the subculture so fascinating to outsiders like us.

Anyway, back to the car. There's something about this Mini that will keep you guessing. Strangely, Makino looks very stock, but also very Japanese at the same time. It's really hard to wrap your head around it, so some explanation is in order.

"Somewhere along the way, it was forgotten that Minis were made to be personalized," says Jeiven. "But you know how it is with many purists—it isn't accepted by them when you build something with a classic car, although Minis were meant to be modified throughout the years." This makes his car, a 1964 model with modern Rover parts, fit right in with our Old School section theme. "Actually, it is a 1996 Rover Mini chassis with a 1964 drivetrain," he adds.

Now, here's the twist: It has more

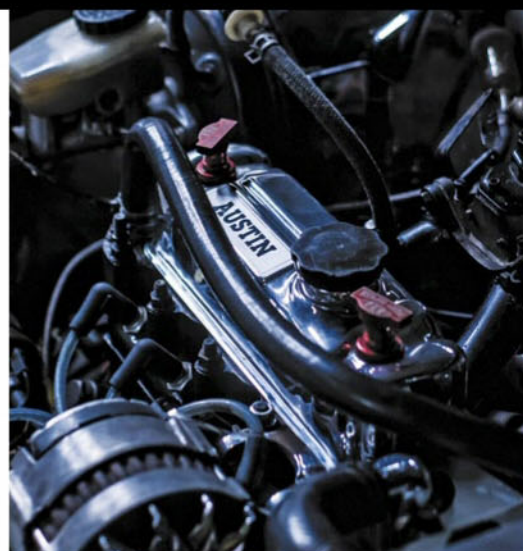




PURISTS MAY NOT LIKE IT, BUT IT IS IMAGINATIVE



IT'S ALL ABOUT ADDING YOUR PERSONAL TOUCH



DETAILS LIKE THESE RALLY CLOCKS FIT THE MINI NICELY



## 'THE OSAKA CAR SCENE WAS WHAT INSPIRED JEIVEN'S PROJECTS IN THE FIRST PLACE'

British parts on it, and yet it looks every inch a Japanese ride. The specs list reads like that of Minis from the same period. It has leather belt straps that hold the hood down, a very nice set of foglamps, and subtle fender flares all around. All British parts specially made

for the Mini and which you don't often see on Japanese models, in other words.

Jeiven, however, wanted a Japanese look for Makino so that it wouldn't feel too out of place in the shop. "The goal wasn't to make it that wild, like the Japanese do with their Minis," he explains. The influence is hard to put a finger on. Maybe it's the paint color that makes the car stand out—it does look like a Japanese soldier's WWII uniform. There's also a very Kanjo-racer vibe, just like with those EF- and EG-body Civics that you see ripping it on the highways of Osaka on YouTube. This is probably what makes Makino so alluring and mysterious.

It took Jeiven only two weeks to complete the car because he had already built it before. You wouldn't recognize it, though. Why so fast when some builds take years? "You need com-



THE CREATIVITY OF THE GUYS AT SUSHI FACTORY IS EVIDENT

mitment," he replies. "If you don't have that, that's when it takes a long time to complete a build."

His favorite details are the rally clocks that were bought from Russia and are meant for military use. Jeiven loves the small accessories that somehow fit with the personality of the car. Finding these bits and pieces is what makes him happy. The vintage Celica fender mirrors are another cool detail. A custom passenger seat was built to fit the interior, too—a DIY copy of the original Bride seat for the driver.

This is a one-of-a-kind ride that stays true to old-school roots and draws inspiration from East and West. At times it is hard to understand, but that's how it is with works of art born from genius. All you have to do is take a step back and appreciate what's in front of you—then it will all make sense. **75**





SUBARU WRX STI



BIG LUGGAGE MIGHT BE A PROBLEM, BUT FOR BIG GUYS, THERE'S AMPLE ROOM

# FAST & SPACIOUS

WHO SAYS AN STI CAN'T BE USED FOR GROCERY RUNS?

**M**any say that having kids and a family is the end of motoring happiness for most gearheads. Coupes and roadsters are automatically out of the question, leaving only MPVs, SUVs and sedans. The Subaru WRX STI, then, is an interesting proposition. On one side, it's a 300hp turbocharged wonder clad in blue. On the other hand, it's also a perfectly functional four-door sedan that can seat five adults and provide decent cargo space. So the speed and the performance are proven, but how well can the STI justify its role as a practical car? Well, we're here to find out. You can even show this to the wife as justification. No need to thank us.

## 'IT'S A PERFECTLY FUNCTIONAL 300HP FOUR-DOOR SEDAN'



ENOUGH STORAGE FOR THE USUAL GADGETS AND UNUSUAL EDITORS



## ODDITY METER

For those who want a comfortable ride, there are better choices out there. If you need beastly performance with basic space, get this.







# LIGHTWEIGHT CONSTRUCTION

PERFORMANCE CARS WEIGH AS LIGHT AS POSSIBLE BECAUSE LESS MASS MEANS FASTER ACCELERATION AND FINER HANDLING

WORDS BY **FERMAN LAO**

One of the most famous quotes in racing, attributed to Lotus Cars cofounder Colin Chapman, is: “Simplify, then add lightness.” Lotus still follows the edict strongly, as it proudly states on its company website. And to reinforce his point, Chapman also said: “Adding power makes you faster on the straights. Subtracting weight makes you faster everywhere else.”

Such is the significance of lightweight construction in motor racing that after Chapman’s defining work in Formula 1 made Lotus a household name, all the other teams followed suit. In fact, his influence quickly spread outside of Formula 1 to other forms of motorsport, and eventually trickled down to sports-car engineering. Might of light is right, so the field is ruled by carbon fiber, titanium, aluminum alloys, and other materials with high strength-to-weight ratios.

One look at any recent performance car and you’ll find these materials in varying quantities. The higher the sporting ability, the greater the quantity. Unfortunately, it follows that the greater the quantity, the higher the




LIGHTWEIGHT MATERIALS MEAN OPTIMAL EFFICIENCY

FITTED ON...



1. BMW M4
2. Mazda MX-5
3. McLaren P1

accompanying price tag—which is to say light weight comes at a heavy price. This is the biggest drawback of making a lightweight car, be it for competition or production. Speed costs money, and the amount of money depends on how fast you want to go.

Such a car, of course, is self-rewarding—every working component it packs can also be smaller, lighter and more efficient in that it uses less material and energy to deliver more performance. What’s more, the astounding amount of engineering work involved is like a game of trading one horse for another: You need to figure out which horse you want in your stable and just how badly you want that steed. 







### THE MODIFICATIONS

#### SUSPENSION

ST coilovers by KW; D1 Spec big brake kit (six-pot 355mm front, four-pot 330mm rear); Rays Gram Lights wheels (19x8.5in front, 19x9.5in rear)

#### ENGINE

Greddy catback exhaust; VDS headers and unresonated midpipe

#### EXTERIOR AND INTERIOR

Custom teal De Beer paint job by Autobot Customs; MXP bodykit; Buddy Club tail-light; AEM three-point strut bars; CDT sound setup

### TOYOTA 86

# SEAT OF POWER

THIS TEAL TOYOTA 86 IS SURE TO STAND OUT IN A SEA OF SPORTS COUPES

**I**t's tough being young and continuing your parent's work in public service. Any child of a politico will agree that trying to approximate the achievements of your parents is a daunting task. Nevertheless, it is the duty of these young and upcoming politicians to create their own directives when it comes to positive leadership. While their folks wrote the blueprint for success, their challenge is to come up with innovative and relevant projects for these modern times.

Tourism initiatives, charity drives, grassroots industries, greater access to education, better environmental awareness, and improved public health

service—these are just some of the projects that 32-year-old Oliver B. Pascual, vice mayor of Lal-lo, Cagayan, is directly involved in. He shares that being in public service is a great privilege, and the development of Lal-lo into one of Northern Luzon's major municipalities is his mission.

It's a very stressful job, so it's only natural that he turns to his favorite way of de-stressing—and that is setting up and driving his car. When he first saw this Toyota 86, he says it was “love at first sight.”

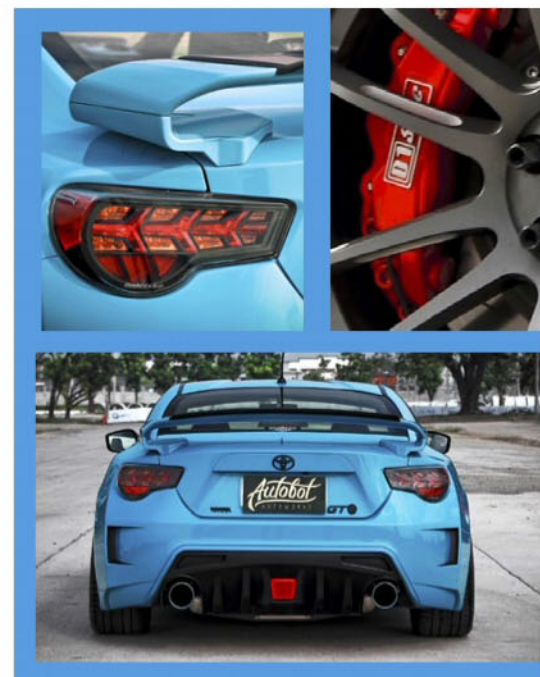
It lived the stock life for a while until it got scratched—the perfect excuse to go mod-crazy on a ride, in our opinion. Oliver's 86 is now tuned and car-show-ready. “I had no intentions of joining car shows, but since I was about to leave for the US at the time, *may konting gasgas yung kotse*. So I decided na *pakulayan na rin*,” he explains. “Since *gagastos na rin lang*, I consulted with the shop and decided to change the color since *ganoon rin naman*. I left the car with them and *nagtagawan na lang kami* to check how the creative process was going while I was in the US. *Tapos* when I got back, *ayun*—surprise! I really liked the way the car turned out.”

It started with changing the car's color, then Oliver was promptly bitten by the mod bug soon after. Along with the custom paint job, add-ons like the original MXP bodykit, 19-inch Rays En-

OLIVER WON'T HAVE A DIFFICULT TIME SPOTTING HIS 86



A MOD RIDE IS NEVER COMPLETE WITHOUT A SOUND SETUP








THE ONLY THING  
DIFFERENT IN HERE IS  
THE SOUND SYSTEM

gineering Gram Lights rims, ST coilovers, GReddy catback exhaust, and VDS midpipe and headers make the 86 uniquely his. We can only speculate and say that working on his ride is Oliver's form of "retail therapy" from all the stress that comes with the vice mayor position.

With the ride now lower to the ground, he concedes it's a lot stiffer and more rigid.

## 'Oliver was promptly bitten by the mod bug'

It's not as comfy as the stock setup, but the car handles exceptionally and looks great. Oliver really likes the stance, and says it's all about "tiis-ganda."

But more than just setting up the car, he really relishes driving it—on long hauls through the meandering roads of the Cagayan Valley, to the city, and back. It's a great route (we concur—we've actually driven these roads a number of times in the past.) And to cover it with a car like this one, all the stress from the vice mayor's office must probably get left behind in the slipstream. 

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# 3M





## Need windshield?

AGUILA HAS GLASS FOR ALL VEHICLES, EVEN FOR THOSE RARE EXOTICS YOU HARDLY EVER SEE ON THE ROAD

**You never know when you will need to replace the glass on your car.** Accidents do happen, after all. That, and glass wears out, too. Stone chips are not uncommon, and if your windshield has seen plenty of abuse, those very fine micro-scratches can hamper visibility, especially at night. If you drive a rare car model, you might worry about parts availability for it. Thankfully, you don't have to fret. When it comes to glass, Aguila most likely has what you need in stock.

### THE PURVEYOR

■ AGUILA AUTO GLASS  
(02) 634-5277  
INQUIRY@AGUILAAUTO-GLASS.COM

### IMPORTANT THINGS TO CHECK

- Be very specific about the year model and variant of the car you need glass for. There are very subtle differences between variants sometimes.
- If glass has even the smallest cracks, it is best to replace the whole thing.

### WHAT YOU NEED

- NOTHING. JUST DROP BY ANY AGUILA BRANCH, AND THEY WILL TAKE CARE OF THE INSTALLATION.

### EXTRA TIPS

- To preserve the quality of the glass, take good care of it. Do not use any of those abrasive cleaners.
- Micro-scratches are dangerous at night when oncoming vehicles approach. The lights can dazzle you. If your car's windshield has micro-scratches, it is time to call Aguila.
- There's also a replacement for every window, not just windshields.



### HARD-TO-FIND GLASS? NOT WITH AGUILA AUTO GLASS

**1** Federico Borromeo of Aguila Auto Glass tells us that the brand has a strong presence in the car community through car shows and motorsport events, so the company stays updated with the trends that car enthusiasts follow. "We listen closely to what our customers need and which models they are looking for," he says.

**2** Hard-to-find glass for old models is kept in stock. Some are sourced from abroad. "As an example, we keep regular stock of glass for cars that have reached cult status like the BMW E30 and the Mini Cooper," he shares.

**3** Some of the rare models that Aguila has glass for are the Mercedes-Benz W113, the 1971 Chevrolet Camaro, the current Nissan GT-R and even the Smart ForTwo. How cool is that? The company has also supplied glass for the BMW Z3 and Z4, and the Mercedes-Benz SL and SLK.

**4** Borromeo says the cost for hard-to-find glass is slightly higher, but only because of the features that come supplied with them, such as the top shade band, special ceramic fit design, built-in antenna, built-in defogger, and provisions for auto wiper.



## THE GARAGE

# New Car Guide



The Philippine automotive market is on a roll with record-breaking sales. Which means more models to choose from. And that is why you need this.

## FEATURING...

### 01 ENGINE DISPLACEMENT AND FUEL TYPE

Before you go through the car's other specs, you need to be familiar with its power source. Is it the right size for your needs? Do you want gasoline or diesel?

### 02 POWER AND TORQUE

After determining your preferred engine size and fuel type, you need to compare cars within that group and find out which one offers the best punch.

### 03 EXTERIOR DIMENSIONS

Ride comfort depends much on cabin space, and cabin space depends much on how big the vehicle is on the outside. So take note of length, width and height.

## AUDI TO HONDA

VEHICLE / VARIANT		ENGINE	DIMENSIONS		MISC.
Audi		1.4 TFSI (S-DR)	4260	1780	1415
1.4 TFSI (S-DR)		1.4 G	4260	1780	1415
A3		1.8 TFSI PREMIUM	4640	1800	1415
A4		1.8 TFSI MULTITRONIC	4760	1800	1415
1.8 TFSI MULTITRONIC		1.8 G	4760	1800	1415
2.0 TDI MULTITRONIC		2.0 D	4760	1800	1415
2.0 TDI MULTITRONIC		2.0 D	4760	1800	1415
A5		5.0 TFSI QUATTRO	4760	1800	1415
2.0 TDI STROMER		2.0 D	4760	1800	1415
3.0 TDI		3.0 D	4760	1800	1415
A7		3.0 TFSI	4760	1800	1415
A8		4.2 TFSI QUATTRO	5000	1900	1415
5.0 TDI QUATTRO		5.0 D	5000	1900	1415
Q5		2.0 TDI	4640	1800	1415
Q5		3.0 TFSI QUATTRO	4640	1800	1415
5.0 TDI QUATTRO		5.0 D	4640	1800	1415
Q7		3.0 TDI QUATTRO	5000	1900	1415
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5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500	1900	1415
R8		5.1 FSI QUATTRO	4500	1900	1415
5.1 FSI QUATTRO S LINE		5.1 G	4500</		



VEHICLE / VARIANT	PRICE	ENGINE			DIMENSIONS					MISC.		
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout
AUDI												
A1												
1.4 TFSI (3-DR)	P 1,850,000	1.4	G	DOHC 16V I4	120	200	3954	1740	1416	7AT	5	FWD
1.4 SPORTBACK (5-DR)	P 1,950,000	1.4	G	DOHC 16V I4	120	200	3954	1740	1416	7AT	5	FWD
A3												
1.8 TFSI PREMIUM	P 2,350,000	1.8	G	DOHC 16V I4	158	250	4292	1765	1423	7AT	5	FWD
A4												
1.8 TFSI MULTITRONIC	P 2,880,000	1.8	G	DOHC 16V I4	168	320	4701	1826	1427	CVT	5	FWD
1.8 TFSI MULTITRONIC	P 3,150,000	1.8	G	DOHC 16V I4	168	320	4701	1826	1427	CVT	5	FWD
2.0 TDI MULTITRONIC	P 2,900,000	2.0	D	DOHC 16V I4	175	380	4701	1826	1427	CVT	5	AWD
2.0 TDI MULTITRONIC	P 3,350,000	2.0	D	DOHC 16V I4	175	380	4701	1826	1427	CVT	5	AWD
A6												
3.0 TFSI QUATTRO	P 5,650,000	3.0	G	DOHC 24V V6	306	439	4915	1874	1455	7AT	5	AWD
2.0 TDI S-TRONIC	P 4,200,000	2.0	D	DOHC 16V I4	175	380	4915	1874	1455	7AT	5	AWD
3.0 TDI	P 5,550,000	3.0	D	DOHC 24V V6	242	578	4915	1874	1455	7AT	5	AWD
A7												
3.0 TFSI	P 6,630,000	3.0	G	DOHC 24V V6	296	439	4969	1911	1420	7AT	5	AWD
A8												
4.2 TFSI QUATTRO	P 10,800,000	4.2	G	DOHC 32V V8	367	528	5267	1949	1471	8AT	5	AWD
3.0 TDI QUATTRO	P 8,500,000	3.0	D	DOHC 24V V6	247	550	5267	1949	1471	8AT	5	AWD
Q3												
2.0 TDI	P 3,390,000	2.0	D	DOHC 16V I4	175	380	4385	1831	1590	7AT	5	AWD
Q5												
3.0 TFSI QUATTRO	P 4,080,000	2.0	G	DOHC 16V I4	222	350	4629	1880	1653	7AT	5	AWD
3.0 TDI QUATTRO	P 4,080,000	2.0	D	DOHC 16V I4	175	380	4629	1880	1653	7AT	5	AWD
Q7												
3.0 TDI QUATTRO	P 6,450,000	3.0	D	DOHC 24V V6	237	500	5086	1983	1737	6AT	7	AWD
3.0 TDI QUATTRO S-LINE	P 7,150,000	3.0	D	DOHC 24V V6	237	500	5086	1983	1737	6AT	7	AWD
R8												
5.2 FSI QUATTRO	P 13,800,000	5.2	G	DOHC 40V V10S18	530	4431	1904	1252	6AT	2	AWD	
5.2 FSI QUATTRO SPYDER	P 16,800,000	5.2	G	DOHC 40V V10S18	530	4431	1904	1252	6AT	2	AWD	
RS												
RS5 3.2 FSI QUATTRO	P 5,700,000	3.2	G	DOHC 32V V8	444	430	4649	1860	1366	7AT	5	AWD
TT												
2.0 TFSI S-LINE	P 4,415,000	2.0	G	DOHC 16V I4	197	280	4178	1842	1352	6AT	2+2	FWD
BAIC												
X424												
X424	P 1,400,000	2.4	G	DOHC 16V I4	143	217	4350	1843	1834	5MT	4	4WD
A1												
A113 HATCHBACK	P 648,000	1.3	G	DOHC 16V I4	99	124	3998	1720	1503	5MT	5	FWD
A113 SEDAN	P 665,000	1.3	G	DOHC 16V I4	99	124	4310	1720	1500	5MT	5	FWD
A115 SEDAN	P 780,000	1.5	G	DOHC 16V I4	113	143	4310	1720	1500	4AT	5	FWD
A115 HATCHBACK	P 798,000	1.5	G	DOHC 16V I4	113	143	3998	1720	1503	4AT	5	FWD
MZ40												
LUXURY (7 STR)	P 488,000	1.2	G	DOHC 16V I4	86	108	4030	1636	1907	5MT	7	RWD
COMFORT (8 STR)	P 468,000	1.2	G	DOHC 16V I4	86	108	4030	1636	1907	5MT	8	RWD
COMFORT CARGO (2 STR)	P 468,000	1.2	G	DOHC 16V I4	86	108	4030	1636	1907	5MT	2	RWD
MZ45												
LUXURY (7 SEATER)	P 580,000	1.2	G	DOHC 16V I4	86	108	4495	1636	1912	5MT	7	RWD
LUXURY (8 SEATER)	P 598,000	1.2	G	DOHC 16V I4	86	108	4495	1636	1912	5MT	8	RWD
A523 (SENOVA)												
ELITE	P 2,389,000	2.3	G	DOHC 16V I4	250	258	4861	1820	1462	5AT	5	FWD
BMW												
1-SERIES												
116I ESSENTIAL	P 1,890,000	1.6	G	DOHC 16V I4	134	220	4324	1765	1421	8AT	5	RWD
116I PACKAGE	P 2,290,000	1.6	G	DOHC 16V I4	134	220	4324	1765	1421	8AT	5	RWD
118D URBAN ESSENTIAL	P 2,090,000	2.0	D	DOHC 16V I4	141	320	4324	1765	1421	8AT	5	RWD
118D SPORT ESSENTIAL	P 2,090,000	2.0	D	DOHC 16V I4	141	320	4324	1765	1421	8AT	5	RWD
118D URBAN PACKAGE	P 2,590,000	2.0	D	DOHC 16V I4	141	320	4324	1765	1421	8AT	5	RWD
118D SPORT PACKAGE	P 2,590,000	2.0	D	DOHC 16V I4	141	320	4324	1765	1421	8AT	5	RWD
3-SERIES												
318D ESSENTIAL	P 2,390,000	2.0	D	DOHC 16V I4	143	320	4624	1811	1429	8AT	5	RWD
318D PACKAGE	P 2,990,000	2.0	D	DOHC 16V I4	143	320	4624	1811	1429	8AT	5	RWD
320D LUXURY	P 2,890,000	2.0	D	DOHC 16V I4	184	380	4624	1811	1429	8AT	5	RWD
320D MODERN	P 2,890,000	2.0	D	DOHC 16V I4	184	380	4624	1811	1429	8AT	5	RWD
320D SPORT ESSENTIAL	P 2,890,000	2.0	D	DOHC 16V I4	184	380	4624	1811	1429	8AT	5	RWD
320D LUXURY PACKAGE	P 3,550,000	2.0	D	DOHC 16V I4	184	380	4624	1811	1429	8AT	5	RWD
320D MODERN PACKAGE	P 3,550,000	2.0	D	DOHC 16V I4	184	380	4624	1811	1429	8AT	5	RWD
320D SPORT PACKAGE	P 3,550,000	2.0	D	DOHC 16V I4	184	380	4624	1811	1429	8AT	5	RWD
3-SERIES GT LUXURY	P 3,190,000	2.0	D	DOHC 16V I4	184	380	4824	1828	1508	8AT	5	RWD
3-SERIES GT MODERN	P 3,190,000	2.0	D	DOHC 16V I4	184	380	4824	1828	1508	8AT	5	RWD
3-SERIES GT SPORT	P 3,190,000	2.0	D	DOHC 16V I4	184	380	4824	1828	1508	8AT	5	RWD
3-SERIES GT LUXURY PACK	P 3,990,000	2.0	D	DOHC 16V I4	184	380	4824	1828	1508	8AT	5	RWD
3-SERIES GT MODERN PACK	P 3,990,000	2.0	D	DOHC 16V I4	184	380	4824	1828	1508	8AT	5	RWD
3-SERIES GT SPORT PACK	P 3,990,000	2.0	D	DOHC 16V I4	184	380	4824	1828	1508	8AT	5	RWD
4-SERIES												
420D SPORT PACKAGE	P 3,990,000	2.0	D	DOHC 16V I4	184	380	4638	1825	1377	8AT	4	RWD
420D GRAN COUPE SPORT	P 4,290,000	2.0	D	DOHC 16V I4	184	380	4638	1825	1389	8AT	4	RWD
420D GRAN COUPE LUXURY	P 4,290,000	2.0	D	DOHC 16V I4	184	380	4638	1825	1389	8AT	4	RWD
5-SERIES												
520D BUSINESS PACKAGE	P 4,990,000	2.0	D	DOHC 16V I4	184	380	4899	1860	1464	8AT	5	RWD
520D LUXURY PACKAGE	P 4,990,000	2.0	D	DOHC 16V I4	184	380	4899	1860	1464	8AT	5	RWD
520D MODERN PACKAGE	P 4,990,000	2.0	D	DOHC 16V I4	184	380	4899	1860	1464	8AT	5	RWD
520D GT LUXURY	P 4,490,000	2.0	D	DOHC 16V I4	184	380	4899	1860	1464	8AT	5	RWD
520D GT MODERN	P 4,490,000	2.0	D	DOHC 16V I4	184	380	4899	1860	1464	8AT	5	RWD
520D GT LUXURY PACK	P 5,590,000	2.0	D	DOHC 16V I4	184	380	4899	1860	1464	8AT	5	RWD
520D GT MODERN PACK	P 5,590,000	2.0	D	DOHC 16V I4	184	380	4899	1860	1464	8AT	5	RWD
530D LUXURY ESSENTIAL	P 4,990,000	3.0	D	DOHC 24V I6	242	540	4899	1860	1464	8AT	5	RWD
530D LUXURY PACKAGE	P 6,190,000	3.0	D	DOHC 24V I6	242	540	4899	1860	1464	8AT	5	RWD
530D GT LUXURY	P 5,790,000	3.0	D	DOHC 24V I6	242	540	4899	1860	1464	8AT	5	RWD
530D GT MODERN	P 5,790,000	3.0	D	DOHC 24V I6	242	540	4899	1860	1464	8AT	5	RWD
530D GT LUXURY PACK	P 7,190,000	3.0	D	DOHC 24V I6	242	540	4899	1860	1464	8AT	5	RWD
530D GT MODERN PACK	P 7,190,000	3.0	D	DOHC 24V I6	242	540	4899	1860	1464	8AT	5	RWD
6-SERIES												

VEHICLE / VARIANT		PRICE	ENGINE				DIMENSIONS				MISC.		
			Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout
640I ESSENTIAL		P 6,790,000	3.0	G	DOHC 24V I6	320	450	5007	1894	1392	8AT	5	RWD
640I PACKAGE		P 8,390,000	3.0	G	DOHC 24V I6	320	450	5007	1894	1392	8AT	5	RWD
7-SERIES													
730LI ESSENTIAL		P 6,990,000	3.0	G	DOHC 24V I6	254	310	5212	1902	1478	8AT	4	RWD
730LI PACKAGE		P 8,690,000	3.0	G	DOHC 24V I6	254	310	5212	1902	1478	8AT	4	RWD
740LI ESSENTIAL		P 7,190,000	3.0	G	DOHC 24V I6	322	450	5212	1902	1478	8AT	4	RWD
740LI PACKAGE		P 8,890,000	3.0	G	DOHC 24V I6	322	450	5212	1902	1478	8AT	4	RWD
X1													
SDRIVE 18D ESSENTIAL		P 2,390,000	2.0	D	DOHC 16V I4	141	320	4454	1798	1545	6AT	5	RWD
SDRIVE 18D PACKAGE		P 2,990,000	2.0	D	DOHC 16V I4	141	320	4454	1798	1545	6AT	5	RWD
SDRIVE 18D SPORT		P 3,490,000	2.0	D	DOHC 16V I4	141	320	4454	1798	1545	6AT	5	RWD
X3													
XDRIVE 20D ESSENTIAL		P 3,190,000	2.0	D	DOHC 16V I4	181	380	4648	1884	1661	8AT	5	AWD
XDRIVE 20D PACKAGE		P 3,990,000	2.0	D	DOHC 16V I4	181	380	4648	1884	1661	8AT	5	AWD
XDRIVE 20D EXECUTIVE		P 4,490,000	2.0	D	DOHC 16V I4	181	380	4648	1884	1661	8AT	5	AWD
X4													
XDRIVE 20D ESSENTIAL		P 3,890,000	2.0	D	DOHC 16V I4	190	400	4671	1881	1624	8AT	5	AWD
XDRIVE 20D PACKAGE		P 4,790,000	2.0	D	DOHC 16V I4	190	400	4671	1881	1624	8AT	5	AWD
XDRIVE 30D ESSENTIAL		P 4,790,000	3.0	D	DOHC 24V I6	258	600	4671	1881	1624	8AT	5	AWD
XDRIVE 30D M SPORT		P 5,990,000	3.0	D	DOHC 24V I6	258	600	4671	1881	1624	8AT	5	AWD
X5													
XDRIVE 30D ESSENTIAL		P 5,190,000	3.0	D	DOHC 24V I6	258	560	4877	1983	1690	8AT	5	AWD
XDRIVE 30D PACKAGE		P 6,490,000	3.0	D	DOHC 24V I6	258	560	4877	1983	1690	8AT	5	AWD
XDRIVE 30D EXPERIENCE		P 6,990,000	3.0	D	DOHC 24V I6	258	560	4877	1983	1690	8AT	5	AWD
XDRIVE 30D EXCELLENCE		P 6,990,000	3.0	D	DOHC 24V I6	258	560	4877	1983	1690	8AT	5	AWD
X6													
XDRIVE 30D ESSENTIAL		P 5,990,000	3.0	D	DOHC 24V I6	242	540	4877	1983	1690	8AT	2+2	AWD
XDRIVE 30D PACKAGE		P 7,490,000	3.0	D	DOHC 24V I6	242	540	4877	1983	1690	8AT	2+2	AWD
Z4													
20I SDRIVE ESSENTIAL		P 3,390,000	2.0	G	DOHC 16V I4	184	270	4239	1790	1291	8AT	2	RWD
BYD													
F0													
1.0 G-1 (MT)		P 468,000	1.0	G	DOHC 12V I3	67	90	3460	1618	1465	5MT	5	FWD
1.0 GLX-1 (MT)		P 548000	1.0	G	DOHC 12V I3	67	90	3460	1618	1465	5MT	5	FWD
F5													
GS-11.5 TID DCT		P 1,288,000	1.3	G	DOHC 16V I4	152	240	4680	1765	1490	6AT	5	FWD
L3													
GL-11.5 MT		P 738,000	1.5	G	SOHC 16V I4	107	145	4568	1716	1480	5MT	5	FWD
GS-11.5 DCT		P 828,000	1.5	G	SOHC 16V I4	107	145	4568	1716	1480	6AT	5	FWD
S6													
GS-12.0 MT		P 1,168,000	2.0	G	DOHC 16V I4	140	186	4810	1855	1680	5MT	5	FWD
GS-12.4 DCT		P 1,258,000	2.4	G	DOHC 16V I4	160	215	4810	1855	1680	4AT	5	FWD
CHERY													
E5													
1.8 (CVT)		P 799,000	1.8	G	DOHC 16V I4	131	170	4580	1760	1483	CVT	5	FWD
FULWIN 2													
1.5 (MT)		P 699,000	1.5	G	DOHC 16V I4	108	140	4188	1686	1480	5MT	5	FWD
Q22L													
COMFORTABLE (11 STR)		P 600,000	1.2	G	DOHC 16V I4	80	106	4430	1626	1930	5MT	11	RWD
QQ3													
1.0 MT LUXURY		P 499,000	1.0	G	DOHC 12V I3	69	93	4285	1765	1705	4AT	5	FWD
TIGGO													
2.0 CVT COMFORTABLE		P 945,000	2.0	G	DOHC 16V I4	138	182	4390	1765	1705	4AT	5	FWD
CHEVROLET													
CAMARO													
CAMARO 2LT V6		PUR	3.6	G	DOHC 24V V6	323	377	4836	1918	1376	6AT	2+2	RWD
CAMARO 2SS V8		PUR	6.2	G	OHV 16V V8	400	556	4836	1918	1376	6AT	2+2	RWD
CAPTIVA													
2.4 LS 4X2		P 1,298,888	2.4	G	DOHC 16V I4	166	229	4673	1850	1756	6AT	7	FWD
2.0 LS 4X2		P 1,598,888	2.0	D	DOHC 16V I4	148	320	4635	1850	1720	6AT	7	FWD
COLORADO													
2.5 LT 4X2		P 1,148,888	2.5	D	DOHC 16V I4	163	380	5347	1789	1700	5MT	5	RWD
2.8 LTZ 4X4 (MT)		P 1,468,888	2.8	D	DOHC 16V I4	200	500	5347	1882	1781	5MT	5	4WD
2.8 LTZ 4X4 (AT)		P 1,538,888	2.8	D	DOHC 16V I4	200	500	5347	1882	1781	6AT	5	4WD
CRUZE													
1.8 LT (MT)		P 858,888	1.8	G	DOHC 16V I4	139	176	4597	1788	1477	5MT	5	FWD
1.8 LS (AT)		P 963,888	1.8	G	DOHC 16V I4	139	176	4597	1788	1477	6AT	5	FWD
1.8 LT (AT)		P 1,103,888	1.8	G	DOHC 16V I4	139	176	4597	1788	1477	6AT	5	FWD
MALIBU													
2.4 LT		P1,398,888	2.4	G	DOHC 16V I4	165	225	4864	1854	1463	6AT	5	FWD
2.4 LTZ		P 1,528,888	2.4	G	DOHC 16V I4	165	225	4864	1854	1463	6AT	5	FWD
ORLANDO													
1.8 LT		P 1,238,888	1.8	G	DOHC 16V I4	139	176	4652	1836	1633	6AT	7	FWD
SONIC													
1.4 LS SEDAN (MT)		P 718,888	1.4	G	DOHC 16V I4	99	130	4399	1735	1517	5MT	5	FWD
1.4 LS SEDAN (AT)		P 758,888	1.4	G	DOHC 16V I4	99	130	4399	1735	1517	6AT	5	FWD
1.4 LT SEDAN (MT)		P 748,888	1.4	G	DOHC 16V I4	99	130	4399	1735	1517	5MT	5	FWD
1.4 LT SEDAN (AT)		P 788,888	1.4	G	DOHC 16V I4	99	130	4399	1735	1517	6AT	5	FWD
1.4 LTZ HATCHBACK (MT)		P 788,888	1.4	G	DOHC 16V I4	99	130	4039	1735	1517	5MT	5	FWD
1.4 LTZ HATCHBACK (AT)		P 838,888	1.4	G	DOHC 16V I4	99	130	4039	1735	1517	6AT	5	FWD
SPARK													
1.0 L (MT)		P 548,888	1.0	G	DOHC 16V I4	67	93	3640	1597	1522	5MT	5	FWD
1.0 L (AT)		P 598,888	1.0	G	DOHC 16V I4	67	93	3640	1597	1522	4AT	5	FWD
1.2 LT		P 598,888	1.2	G	DOHC 16V I4	80	110	3640	1597	1522	5MT	5	FWD
SPIN													
1.5 LTZ (AT)		P 858,888	1.5	G	DOHC 16V I4	108	141	4620	1735	1644	6AT	7	FWD
1.3 LS (MT)		P 838,888	1.3	D	DOHC 16V I4	74	190	4620	1735	1644	5MT	7	FWD
1.3 LTZ (MT)		P 928,888	1.3	D	DOHC 16V I4	74	190	4620	1735	1644	5MT	7	FWD
SUBURBAN													
5.3 4X2		PUR	5.3	G	OHV 16V V8	321	454	5648	2009	1951	6AT	7	RWD



VEHICLE / VARIANT	PRICE	ENGINE		DIMENSIONS				MISC.	
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)
5.3 4X4	PUR	5.3	G	OHV 16V V8	321	454	5648	2009	1951
<b>TAHOE</b>									
5.3 4X2	PUR	5.3	G	OHV 16V V8	321	454	5131	2007	1953
<b>TRAILBLAZER</b>									
2.5 4X2 LT (MT)	P1,378,888	2.5	D	DOHC 16V I4	163	380	4878	1902	1848
2.8 4X2 L (AT)	P1,398,000	2.8	D	DOHC 16V I4	200	500	4878	1902	1848
2.8 4X2 LT (AT)	P1,488,888	2.8	D	DOHC 16V I4	200	500	4878	1902	1848
2.8 4X2 LTX (AT)	P1,588,888	2.8	D	DOHC 16V I4	200	500	4878	1902	1848
2.8 4X4 LTZ (AT)	P1,733,888	2.8	D	DOHC 16V I4	200	500	4878	1902	1848

## CHRYSLER

<b>300C</b>									
3.6 V6	PUR	3.6	G	DOHC 24V V6	292	340	5044	1902	1492
<b>TOWN &amp; COUNTRY</b>									
3.6 V6 LIMITED	PUR	3.6	G	DOHC 24V V6	283	344	5218	1998	1818

## DODGE

<b>CHALLENGER</b>									
6.1 SRT8 V8	PUR	6.1	G	OHV 16V V8	470	637	5023	1923	1449
<b>DURANGO</b>									
3.6 CITADEL V6	PUR	3.6	G	DOHC 24V V6	290	352	5075	2172	1818

## FERRARI

<b>CALIFORNIA</b>									
CALIFORNIA T	PUR	3.9	G	DOHC V8	553	755	4569	1910	1320
<b>458 ITALIA</b>									
458 ITALIA	PUR	4.5	G	DOHC 32V V8	562	540	4527	1937	1213
458 SPIDER	PUR	4.5	G	DOHC 32V V8	562	540	4527	1937	1211
458 SPECIALE	PUR	4.5	G	DOHC V8	597	540	4571	1951	1203
<b>F12</b>									
F12 BERLINETTA	PUR	6.3	G	DOHC 48V V12	730	690	4618	1942	1276
<b>FF</b>									
FF	PUR	6.3	G	DOHC 48V V12	651	683	4907	1953	1379
<b>LAFERRARI</b>									
LAFERRARI	PUR	6.3	G	V12-ELECTRIC	950	900	4702	1992	1116



## FORD

<b>E-150</b>									
CLUB WAGON	P2,018,000	4.6	G	SOHC 16V V8	225	388	5504	2017	2085
<b>ECOSPORT</b>									
1.5 AMBIENTE (MT)	P775,000	1.5	G	DOHC 16V I4	108	142	4245	1765	1708
1.5 TREND (MT)	P835,000	1.5	G	DOHC 16V I4	108	142	4245	1765	1708
1.5 TREND (AT)	P885,000	1.5	G	DOHC 16V I4	108	142	4245	1765	1708
1.5 TITANIUM (AT)	P985,000	1.5	G	DOHC 16V I4	108	142	4245	1765	1708
<b>ESCAPE</b>									
1.6 SE ECOBOOST	P1,490,000	1.6	G	ECOBOOST I4	178	240	4524	1839	1684
2.0 TITANIUM ECOBOOST	P1,790,000	2.0	G	ECOBOOST I4	249	366	4524	1839	1684
<b>EVEREST</b>									
2.5 XLT (MT)	P1,290,000	2.5	D	DOHC 16V I4	141	330	5062	1788	1826
2.5 XLT (AT)	P1,390,000	2.5	D	DOHC 16V I4	141	330	5062	1788	1826
2.5 LIMITED 4X2	P1,490,000	2.5	D	DOHC 16V I4	141	330	5062	1788	1826
3.0 LIMITED 4X4	P1,690,000	3.0	D	DOHC 16V I4	154	380	5062	1788	1826
<b>EXPEDITION</b>									
XLT EL	P3,339,000	5.4	G	SOHC 24V V8	310	365	5621	2332	1989
<b>EXPLORER</b>									
2.0 4X2 ECOBOOST	P2,445,000	2.0	G	ECOBOOST I4	240	366	5006	2291	1788
3.5 4X4 LIMITED	P2,695,000	3.5	G	DOHC 24V V6	290	346	5006	2291	1788
3.5 4X4 ECOBOOST	P2,799,000	3.5	G	ECOBOOST V6	365	475	5006	2291	1788
<b>FIESTA</b>									
1.0 ECOBOOST	P898,000	1.0	G	DOHC 12V I3	123	170	3969	1722	1469
1.5 AMBIENTE MT (4-DR)	P698,000	1.5	G	DOHC 16V I4	110	140	4320	1722	1469
1.5 TREND MT (4-DR)	P748,000	1.5	G	DOHC 16V I4	110	140	4320	1722	1469
1.5 AMBIENTE MT (5-DR)	P698,000	1.5	G	DOHC 16V I4	110	140	3969	1722	1469
1.5 TREND MT (5-DR)	P748,000	1.5	G	DOHC 16V I4	110	140	3969	1722	1469
1.5 TREND AT (4-DR)	P798,000	1.5	G	DOHC 16V I4	110	140	4320	1722	1469
1.5 TITANIUM AT (4-DR)	P868,000	1.5	G	DOHC 16V I4	110	140	4320	1722	1469
1.5 TREND AT (5-DR)	P798,000	1.5	G	DOHC 16V I4	110	140	3969	1722	1469
1.5 TITANIUM AT (5-DR)	P868,000	1.5	G	DOHC 16V I4	110	140	3969	1722	1469
<b>FOCUS</b>									
1.6 AMBIENTE MT (4-DR)	P859,000	1.6	G	DOHC 16V I4	123	159	4534	1823	1484
1.6 AMBIENTE AT (4-DR)	P939,000	1.6	G	DOHC 16V I4	123	159	4534	1823	1484
1.6 TREND (4-DR)	P999,000	1.6	G	DOHC 16V I4	123	159	4534	1823	1484
1.6 AMBIENTE AT (5-DR)	P939,000	1.6	G	DOHC 16V I4	123	159	4534	1823	1484
1.6 TREND AT (5-DR)	P999,000	1.6	G	DOHC 16V I4	123	159	4534	1823	1484
2.0 TITANIUM+ (4-DR)	P1,233,000	2.0	G	DOHC 16V I4	168	202	4534	1823	1484
2.0 SPORT (5-DR)	P1,233,000	2.0	G	DOHC 16V I4	168	202	4534	1823	1484
<b>MUSTANG</b>									
V6	P2,499,000	3.7	G	DOHC 24V V6	301	380	4788	1877	1417
V8 GT PREMIUM	P2,899,000	5.0	G	DOHC 32V V8	414	529	4788	1877	1417
V8 GT PREMIUM SVP	P2,999,000	5.0	G	DOHC 32V V8	414	529	4788	2035	1417
<b>RANGER</b>									
2.2 4X2 BASE (MT)	P859,000	2.2	D	DOHC 16V I4	118	285	5351	1850	1815
2.2 4X2 LT (MT)	P959,000	2.2	D	DOHC 16V I4	118	285	5351	1850	1815
2.2 4X2 XLT (MT)	P1,099,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815
2.2 4X2 LT (AT)	P1,169,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815
2.2 4X4 XL (MT)	P1,189,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815
2.2 WILDTRAK 4X2 (MT)	P1,229,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815
2.2 WILDTRAK 4X2 (AT)	P1,299,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815

VEHICLE / VARIANT	PRICE	ENGINE		DIMENSIONS				MISC.	
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)
2.2 WILDTRAK 4X4 (MT)	P1,379,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815
2.2 WILDTRAK 4X4 (AT)	P1,449,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815
3.2 WILDTRAK 4X4 (MT)	P1,509,000	3.2	D	DOHC 20V I5	197	470	5359	1850	1815
3.2 WILDTRAK 4X4 (AT)	P1,579,000	3.2	D	DOHC 20V I5	197	470	5359	1850	1815

## FOTON

<b>THUNDER</b>									
4X2	P898,000	2.8	D	DOHC 16V I4	161	360	5310	1880	1870
4X4	P1,118,000	2.8	D	DOHC 16V I4	161	360	5310	1880	1870
STRIKE 4X2	P998,000	2.8	D	DOHC 16V I4	161	360	5310	1880	1870
IRONMAN 4X2	P1,248,000	2.8	D	DOHC 16V I4	161	360	5604	1880	2134
IRONMAN 4X4	P1,468,000	2.8	D	DOHC 16V I4	161	360	5604	1880	2134
<b>TRANSVAN</b>									
15 SEATER	P920,000	2.8	D	DOHC 16V I4	94	225	5050	2030	1980
<b>VIEW</b>									
TRAVELLER (15-SEATER)	P1,299,000	2.8	D	DOHC 16V I4	128	280	5380	1920	2285
TRAVELLER (18-SEATER)	P1,329,000	2.8	D	DOHC 16V I4	128	280	5380	1920	2285

## GEELY

<b>LC</b>									
1.3 GB	P250,000	1.3	G	DOHC 16V I4	85	110	3598	1650	1465
1.3 GL	P280,000	1.3	G	DOHC 16V I4	85	110	3598	1650	1465
<b>EC7</b>									
1.5 (MT)	P670,000	1.5	G	DOHC 16V I4	107	140	4635	1789	1470
1.8 (AT)	P788,000	1.8	G	DOHC 16V I4	138	172	4635	1789	1470
<b>EC8</b>									
2.4 (AT)	P1,185,000	2.4	G	DOHC 16V I4	154	213	4905	1830	1495
<b>EX7</b>									
2.0 (MT)	P998,000	2.0	G	DOHC 16V I4	139	178	4541	1833	1700
2.4 (AT)	P1,168,000	2.4	G	DOHC 16V I4	161	225	4541	1833	1700

## HAIMA

<b>FREEMA</b>									
1.6 GLX	P749,000	1.6	G	DOHC 16V I4	120	158	4384	1718	1609
1.8 SDX	P879,000	1.8	G	DOHC 16V I4	122	160	4384	1718	1609
<b>FSTAR</b>									
1.0 HUNDA DELUXE	P489,000	1.0	G	SOHC 8V I4	61	85	3836	1566	1845
1.2 TENDA DELUXE	P529,000	1.2	G	SOHC 8V I4	91	112	3905	1566	1845
1.2 PC	P629,000	1.2	G	SOHC 8V I4	91	112	4333	1620	2065
1.2.5 ELITE	P599,000	1.2	G	SOHC 8V I4	91	117	4198	1666	1933
<b>HAIMA 1</b>									
1.2 DELUXE (MT)	P499,000	1.2	G	DOHC 16V I4	91	112	3662	1540	1502
<b>HAIMA 2</b>									
1.3 GL STANDARD	P599,000	1.3	G	DOHC 16V I4	92	126	3980	1695	1480
1.3 GLS C-SPORT	P699,000	1.3	G	DOHC 16V I4	92	126	3980	1695	1480
1.5 SDX ASG	P749,000	1.5	G	DOHC 16V I4	105	140	3980	1695	1480
<b>HAIMA 3</b>									
1.6 GLS DELUXE	P749,000	1.6	G	DOHC 16V I4	120	158	4535	1740	1480
1.6 SDX DELUXE	P849,000	1.6	G	DOHC 16V I4	120	158	4535	1740	1480
<b>HAIMA 7</b>									
2.0 DELUXE (MT)	P899,000	2.0	G	DOHC 16V I4	150	180	4421	1930	1740
2.0 DELUXE (AT)	P999,000	2.0	G	DOHC 16V I4	150	180	4421	1930	1740
<b>HAIMA M3</b>									
1.5 COMFORT	P699,000	1.5	G	DOHC 16V I4	112	147	4545	1737	1495



## HONDA



VEHICLE / VARIANT	PRICE	ENGINE		DIMENSIONS				MISC.	
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)
2.4 SX 4WD (AT)	P1,688,000	2.4	G	DOHC 16V I4	182	220	4530	1820	1655
<b>CR-Z</b>									
1.5 (MT)	P1,390,000	1.5	G	I4 + ELECTRIC	134	190	4075	1740	1395
1.5 (CVT)	P1,480,000	1.5	G	I4 + ELECTRIC	133	171	4075	1740	1395
1.5 MODULO (MT)	P1,470,000	1.5	G	I4 + ELECTRIC	134	190	4075	1740	1395
1.5 MODULO (CVT)	P1,560,000	1.5	G	I4 + ELECTRIC	133	171	4075	1740	1395
1.5 MUGEN (MT)	P1,860,000	1.5	G	I4 + ELECTRIC	134	190	4075	1740	1395
1.5 MUGEN (CVT)	P1,950,000	1.5	G	I4 + ELECTRIC	133	171	4075	1740	1395
<b>JAZZ</b>									
1.5V (MT)	P778,000	1.5	G	SOHC 16V I4	118	145	3955	1695	1525
1.5V (CVT)	P818,000	1.5	G	SOHC 16V I4	118	145	3955	1695	1525
1.5VX (CVT)	P918,000	1.5	G	SOHC 16V I4	118	145	3955	1695	1525
1.5VX+ (CVT)	P958,000	1.5	G	SOHC 16V I4	118	145	3955	1695	1525
1.5V (MT) MUGEN	P908,000	1.5	G	SOHC 16V I4	118	145	3955	1695	1525
<b>ODYSSEY</b>									
2.4 EX	P2,298,000	2.4	G	DOHC 16V I4	173	226	4830	1820	1695
<b>PILOT</b>									
3.5 EX-L 4WD	P2,600,000	3.5	G	SOHC 24V V6	253	347	4875	1995	1845

## HYUNDAI

<b>ACCENT</b>									
1.4 E (MT)	P648,000	1.4	G	DOHC 16V I4	99	133	4370	1700	1450
1.4 E (CVT)	P698,000	1.4	G	DOHC 16V I4	99	133	4370	1700	1450
1.4 S (MT)	P768,000	1.4	G	DOHC 16V I4	99	133	4370	1700	1450
1.4 S (CVT)	P828,000	1.4	G	DOHC 16V I4	99	133	4370	1700	1450
1.4 L (CVT)	P888,000	1.4	G	DOHC 16V I4	99	133	4370	1700	1450
1.6 E (MT)	P728,000	1.6	D	DOHC 16V I4	126	260	4370	1700	1450
1.6 E (AT)	P778,000	1.6	D	DOHC 16V I4	126	260	4370	1700	1450
HATCH 1.6 E (MT)	P808,000	1.6	D	DOHC 16V I4	126	260	4115	1700	1457
HATCH 1.6 E (AT)	P858,000	1.6	D	DOHC 16V I4	126	260	4115	1700	1457
HATCH 1.6 L (AT)	P968,000	1.6	D	DOHC 16V I4	126	260	4115	1700	1457
<b>AZERA</b>									
3.0 6AT	P1,988,000	3.0	G	DOHC 24V V6	247	282	4910	1860	1470
<b>ELANTRA</b>									
1.6 E (MT)	P888,000	1.6	G	DOHC 16V I4	128	157	4550	1775	1445
1.6 E (CVT)	P948,000	1.6	G	DOHC 16V I4	128	157	4550	1775	1445
1.6 S (MT)	P948,000	1.6	G	DOHC 16V I4	128	157	4550	1775	1445
1.6 S (CVT)	P1,008,000	1.6	G	DOHC 16V I4	128	157	4550	1775	1445
1.6 L (CVT)	P1,118,000	1.6	G	DOHC 16V I4	128	157	4550	1775	1445
1.8 L (CVT)	P1,258,000	1.8	G	DOHC 16V I4	148	178	4550	1775	1445
<b>EON</b>									
0.8 GL	P438,000	0.8	G	SOHC 12V I3	55	75	3495	1550	1500
0.8 GLS	P508,000	0.8	G	SOHC 12V I3	55	75	3495	1550	1500
<b>GENESIS COUPE</b>									
2.0 TURBO (MT)	P1,518,000	2.0	G	DOHC 16V I4	256	353	4630	1865	1385
2.0 TURBO (AT)	P1,838,000	2.0	G	DOHC 16V I4	256	353	4630	1865	1385
3.8 V6 (MT, BREMBO)	P1,958,000	3.8	G	DOHC 24V V6	299	396	4630	1865	1385
3.8 V6 (AT)	P1,988,000	3.8	G	DOHC 24V V6	299	396	4630	1865	1385
<b>GRAND i10</b>									
1.0 E (MT)	P538,000	1.0	G	DOHC 16V I4	65	94	3765	1660	1505
1.0 E (AT)	P598,000	1.0	G	DOHC 16V I4	65	94	3765	1660	1505
1.0 S (MT)	P588,000	1.0	G	DOHC 16V I4	65	94	3765	1660	1505
1.0 S (AT)	P628,000	1.0	G	DOHC 16V I4	65	94	3765	1660	1505
1.0 L (AT)	P698,000	1.0	G	DOHC 16V I4	65	94	3765	1660	1505
1.2 L (AT)	P728,000	1.2	G	DOHC 16V I4	86	120	3765	1660	1505
<b>GRAND STAREX</b>									
TCI GL 10-STR (MT)	P1,283,000	2.5	D	SOHC 8V I4	99	226	5125	1920	1925
TCI GL 12-STR (MT)	P1,323,000	2.5	D	SOHC 8V I4	99	226	5125	1920	1925
VGT GLS 10STR (MT)	P1,563,000	2.5	D	DOHC 16V I4	168	392	5125	1920	1925
VGT GLS 12-STR (MT)	P1,603,000	2.5	D	DOHC 16V I4	168	392	5125	1920	1925
VGT GLS 10-STR (AT)	P1,733,000	2.5	D	DOHC 16V I4	168	392	5125	1920	1925
VGT GOLD 10-STR	P1,848,000	2.5	D	DOHC 16V I4	168	392	5125	1920	1925
<b>i10</b>									
1.1 GL (MT)	P488,000	1.1	G	DOHC 16V I4	65	99	3585	1595	1540
1.1 GL (AT)	P578,000	1.1	G	DOHC 16V I4	65	99	3585	1595	1540
<b>SANTA FE</b>									
2.2 R-EVGT 4X2	P1,568,000	2.2	D	DOHC 16V I4	194	422	4690	1880	1690
2.2 R-EVGT 4X2	P1,768,000	2.2	D	DOHC 16V I4	194	422	4690	1880	1690
2.2 GRAND SANTA FE	P2,498,000	2.2	D	DOHC 16V I4	194	436	4915	1885	1690
<b>SONATA</b>									
2.4 GLS	P1,698,000	2.4	G	DOHC 16V I4	176	228	4855	1865	1485
2.4 GLS PREMIUM	P1,898,000	2.4	G	DOHC 16V I4	176	228	4855	1865	1485
<b>TUCSON</b>									
2.0 GL (MT)	P1,058,000	2.0	G	DOHC 16V I4	156	192	4410	1820	1685
2.0 GL (AT)	P1,118,000	2.0	G	DOHC 16V I4	156	192	4410	1820	1685
2.0 GLS (AT)	P1,288,000	2.0	G	DOHC 16V I4	156	192	4410	1820	1685
2.0 R-EVGT GL (AT)	P1,428,000	2.0	D	DOHC 16V I4	175	392	4410	1820	1685

## ISUZU

<b>CROSSWIND</b>									
X5	P750,000	2.5	D	SOHC 8V I4	84	185	4480	1680	1765
XL	P794,000	2.5	D	SOHC 8V I4	84	185	4480	1680	1765
XT	P853,000	2.5	D	SOHC 8V I4	84	185	4480	1680	1765
XT LIMITED EDITION	P893,000	2.5	D	SOHC 8V I4	84	185	4480	1680	1765
SPORTIVO X (MT)	P1,120,000	2.5	D	SOHC 8V I4	84	185	4730	1770	1900
SPORTIVO X (AT)	P1,185,000	2.5	D	SOHC 8V I4	84	185	4730	1770	1900
<b>D-MAX</b>									
LT 4X2 (MT)	P857,000	2.5	D	DOHC 16V I4	148	280	5295	1775	1695
LT 4X4 (MT)	P1,153,000	2.5	D	DOHC 16V I4	108	294	5295	1860	1785
LS 4X2 (MT)	P1,144,000	3.0	D	DOHC 16V I4	144	294	5295	1860	1785

VEHICLE / VARIANT	PRICE	ENGINE		DIMENSIONS				MISC.	
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)
LS 4X2 (AT)	P1,196,000	3.0	D	DOHC 16V I4	144	294	5295	1860	1785
LS 4X4 (MT)	P1,398,000	3.0	D	DOHC 16V I4	144	294	5295	1860	1785
LS 4X4 (AT)	P1,457,000	3.0	D	DOHC 16V I4	144	294	5295	1860	1785
X-SERIES LS 4X2 (MT)	P1,184,000	3.0	D	DOHC 16V I4	144	294	5295	1860	1785
X-SERIES LS 4X2 (AT)	P1,236,000	3.0	D	DOHC 16V I4	144	294	5295	1860	1785
<b>MU-X</b>									
LS 4X2 (MT)	P1,188,000	2.5	D	DOHC 16V I4	134	320	4825	1860	1825
LS-M 4X2 (MT)	P1,260,000	2.5	D	DOHC 16V I4	134	320	4825	1860	1830
LS-A 4X2 (AT)	P1,358,000	2.5	D	DOHC 16V I4	134	320	4825	1860	1830
LS-A 4X4 (AT)	P1,748,000	2.5	D	DOHC 16V I4	134	320	4825	1860	1840

## JAGUAR

### F-TYPE

F-TYPE COUPE	PUR	3.0	G	DOHC 24V V6	340	450	4470	1922	1308
F-TYPE CONVERTIBLE	PUR	3.0	G	DOHC 24V V6	340	450	4470	1922	1308
F-TYPE S COUPE	PUR	3.0	G	DOHC 24V V6	380	460	4470	1922	1308
F-TYPE S CONVERTIBLE	PUR	3.0	G	DOHC 24V V6	380	460	4470	1922	1308
F-TYPE V8 S CONVERTIBLE	PUR	5.0	G	DOHC 32V V8	495	624	4470	1922	1308

### XF

3.0 V6 DIESEL	PUR	3.0	D	DOHC 24V V6	237	500	4961	1920	1460
3.0 V6 DIESEL S	PUR	3.0	D	DOHC 24V V6	271	600	4961	1920	1460
3.0 V6 PETROL	PUR	3.0	G	DOHC 24V V6	235	293	4961	1920	1460
5.0 V8 PETROL	PUR	5.0	G	DOHC 32V V8	380	615	4961	1920	1460
SUPERCHARGED	PUR	5.0	G	DOHC 32V V8	503	625	4961	1920	1460

### XJ

5.0 V8	PUR	5.0	G	DOHC 32V V8	380	515	5247	1894	1448
SUPERCHARGED	PUR	5.0	G	DOHC 32V V8	503	625	5247	1894	1448

### XK

COUPE	PUR	5.0	G	DOHC 32V V8	380	515	4794	1892	1322
CONVERTIBLE	PUR	5.0	G	DOHC 32V V8	380	515	4794	1892	1322
XKR COUPE	PUR	5.0	G	DOHC 32V V8	503	625	4794	1892	1322
XKR CONVERTIBLE	PUR	5.0	G	DOHC 32V V8	503	625	4794	1892	1322
XKR-S	PUR	5.0	G	DOHC 32V V8	542	680	4794	1892	1312

## JEEP

### GRAND CHEROKEE

3.6 V6 LIMITED	PUR	3.0	D	DOHC 24V V6	241	550	4822	2154	1764
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VEHICLE / VARIANT		PRICE	ENGINE			DIMENSIONS				MISC.			
			Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout
RANGE ROVER EVOQUE													
COUPE PURE	PUR	2.0	G	DOHC 16V I4	237	340	4355	1965	1605	6AT	5	4WD	
PURE	PUR	2.0	G	DOHC 16V I4	237	340	4355	1965	1635	6AT	5	4WD	
COUPE PRESTIGE	P 5,500,000	2.0	G	DOHC 16V I4	237	340	4355	1965	1605	6AT	5	4WD	
PRESTIGE	P 5,350,000	2.0	G	DOHC 16V I4	237	340	4355	1965	1635	6AT	5	4WD	
COUPE DYNAMIC	PUR	2.0	G	DOHC 16V I4	237	340	4365	1965	1605	6AT	5	4WD	
DYNAMIC	PUR	2.0	G	DOHC 16V I4	237	340	4365	1965	1635	6AT	5	4WD	
LEXUS													
CT													
CT200H	P 2,448,000	1.8	G	I4 + MOTOR	134	142	4321	1765	1440	CVT	5	FWD	
CT200H F SPORT	P 3,268,000	1.8	G	I4 + MOTOR	134	142	4321	1765	1440	CVT	5	FWD	
ES													
ES350	P 3,528,000	3.5	G	DOHC 24V V6	272	346	4900	1820	1450	6AT	5	FWD	
GS													
GS350	P 4,358,000	3.5	G	DOHC 24V V6	312	378	4850	1840	1455	6AT	5	RWD	
GS350 F SPORT	P 4,978,000	3.5	G	DOHC 24V V6	312	378	4850	1840	1455	6AT	5	RWD	
GS450H	P 5,548,000	3.5	G	V6 + MOTOR	538	344	4844	1839	1455	CVT	5	RWD	
GX													
GX460	P 5,578,000	4.6	G	DOHC 32V V8	301	446	4806	1885	1885	6AT	7	4WD	
IS													
IS350	P 2,578,000	3.5	G	DOHC 24V V6	306	300	4666	1811	1430	8AT	5	RWD	
IS350 F SPORT	P 3,088,000	3.5	G	DOHC 24V V6	306	300	4666	1811	1430	8AT	5	RWD	
LS													
LS460L (5-STR)	P 7,418,000	4.6	G	DOHC 32V V8	381	498	5207	1875	1466	8AT	5	RWD	
LS460L (4-STR)	P 8,408,000	4.6	G	DOHC 32V V8	381	498	5207	1875	1466	8AT	4	RWD	
LS600HL (5-STR)	P 9,668,000	5.0	G	V8 + MOTOR	394	520	5179	1875	1466	CVT	4	AWD	
LS600HL (4-STR)	P 10,638,000	5.0	G	V8 + MOTOR	394	520	5179	1875	1466	CVT	4	AWD	
LX													
LX570	P 6,988,000	5.7	G	DOHC 32V V8	383	546	4991	1971	1864	6AT	8	4WD	
NX													
200T	P 2,848,000	2.0	G	DOHC 16V I4	235	350	4622	1879	1651	6AT	5	AWD	
200T F-SPORT	P 3,288,000	2.0	G	DOHC 16V I4	235	350	4622	1879	1651	6AT	5	AWD	
300H	P 3,908,000	2.5	G	I4 + MOTOR	154	206	4630	1869	1646	CVT	5	AWD	
RC													
RC350	P 3,648,000	3.5	G	DOHC 24V V6	313	378	4695	1840	1395	8AT	2+2	RWD	
RC-F	P 5,868,000	5.0	G	DOHC 32V V8	470	530	4705	1845	1390	8AT	2+2	RWD	
RX													
RX350	P 3,578,000	3.5	G	DOHC 24V V6	270	336	4770	1885	1684	6AT	5	AWD	
RX350	P 3,898,000	3.5	G	DOHC 24V V6	270	336	4770	1885	1684	6AT	5	AWD	
RX450H	P 4,878,000	3.5	G	V6 + MOTOR	295	317	4770	1885	1684	CVT	5	AWD	
MASERATI													
GRANCABRIO													
GRANCABRIO SPORT	PUR	4.7	G	DOHC 32V V8	450	510	4881	1915	1353	6AT	2+2	RWD	
GRANCABRIO MC	PUR	4.7	G	DOHC 32V V8	453	520	4881	1915	1353	6AT	2+2	RWD	
GRANTURISMO													
GRANTURISMO SPORT	PUR	4.7	G	DOHC 32V V8	453	520	4881	1915	1353	6AT	2+2	RWD	
MC STRADALE (2-SEATER)	PUR	4.7	G	DOHC 32V V8	453	520	4881	1915	1353	6AT	2+2	RWD	
MC STRADALE (4-SEATER)	PUR	4.7	G	DOHC 32V V8	453	520	4881	1915	1353	6AT	2+2	RWD	
QUATTROPORTE													
GTS	PUR	3.8	G	DOHC 32V V8	523	650	5263	1958	1481	8AT	5	RWD	
MAZDA													
BT-50													
2.2 4X2 (MT)	P 1,300,000	2.2	D	DOHC 16V I4	148	375	5365	1850	1821	6MT	5	RWD	
2.2 4X2 (AT)	P 1,350,000	2.2	D	DOHC 16V I4	148	375	5365	1850	1821	6AT	5	4WD	
3.2 4X4 (AT)	P 1,490,000	3.2	D	DOHC 20V I5	197	470	5365	1850	1821	6AT	5	4WD	
CX-5													
2.0 CX-5 PRO (FWD)	P 1,495,000	2.0	G	DOHC 16V I4	153	200	4540	1840	1670	6AT	5	FWD	
2.5 CX-5 SPORT (AWD)	P 1,685,000	2.5	G	DOHC 16V I4	185	250	4540	1840	1670	6AT	5	AWD	
CX-9													
3.7 CX-9	P 1,998,000	3.7	G	DOHC 24V V6	273	367	5086	1936	1728	6AT	7	FWD	
3.7 CX-9 (AWD)	P 2,399,000	3.7	G	DOHC 24V V6	273	367	5086	1936	1728	6AT	7	AWD	
MAZDA 2													
1.3 S (4-DR)	P 724,000	1.3	G	DOHC 16V I4	85	122	4263	1695	1483	5MT	5	FWD	
1.3 S (5-DR)	P 724,000	1.3	G	DOHC 16V I4	85	122	3922	1695	1485	5MT	5	FWD	
1.3 SPEED	P 739,000	1.3	G	DOHC 16V I4	85	122	3922	1695	1485	4AT	5	FWD	
MAZDA 3													
1.5 V (4-DR)	P 945,000	1.5	G	DOHC 16V I4	110	144	4580	1795	1450	6AT	5	FWD	
1.5 V (5-DR)	P 948,000	1.5	G	DOHC 16V I4	110	144	4460	1795	1450	6AT	5	FWD	
2.0 R (4-DR)	P 1,195,000	2.0	G	DOHC 16V I4	153	200	4580	1795	1450	6AT	5	FWD	
2.0 R (5-DR)	P 1,198,000	2.0	G	DOHC 16V I4	153	200	4460	1795	1450	6AT	5	FWD	
2.0 SPEED W/ BOSE	P 1,298,000	2.0	G	DOHC 16V I4	153	200	4460	1795	1450	6AT	5	FWD	
MAZDA 6													
2.5	P 1,745,000	2.5	G	DOHC 16V I4	182	250	4865	1840	1450	6AT	5	FWD	
MERCEDES-BENZ													
A-CLASS													
A250 SPORT	P 2,580,000	2.0	G	DOHC 16V I4	208	350	4292	2022	1166	7AT	5	FWD	
B-CLASS													
B200 CGI	P 2,280,000	1.6	G	DOHC 16V I4	156	250	4359	1786	1558	7AT	5	FWD	
C-CLASS													

VEHICLE / VARIANT		PRICE	ENGINE			DIMENSIONS				MISC.		
			Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating
C180 CGI AVANTGARDE	P 2,980,000	1.8	G	DOHC 16V I4	154	250	4581	1770	1444	5AT	5	RWD
C200 CGI SE	P 3,280,000	1.8	G	DOHC 16V I4	181	270	4581	1770	1444	5AT	5	RWD
C250 CGI SE	P 3,680,000	2.5	G	DOHC 16V I4	201	309	4581	1770	1444	5AT	5	RWD
C300 AVNTGRD AMG S	P 4,380,000	3.0	G	DOHC 24V V6	228	300	4581	1770	1444	7AT	5	RWD
C63 AMG	P 6,730,000	6.2	G	DOHC 32V V8	451	599	4726	1796	1440	7AT	5	RWD
CLC-CLASS												
CLC180 K	P 2,680,000	1.8	G	DOHC 16V I4	154	230	4452	1728	1405	5AT	4	RWD
CLS-CLASS												
CLS350	P 6,580,000	3.5	G	DOHC 24V V6	268	350	4913	1873	1403	7AT	4	RWD
CLS63 AMG	P 12,800,000	5.5	G	DOHC 32V V8	518	700	4996	1881	1406	7AT	4	RWD
E-CLASS												
E300 AMG SPORT	P 5,680,000	3.0	G	DOHC 24V V6	252	340	4879	1854	1474	7AT	5	RWD
E63 AMG	PUR	6.2	G	DOHC 32V V8	518	630	4892	1928	1443	7AT	5	RWD
E250 CDI ELEGANCE	P 5,380,000	2.2	D	DOHC 16V I4	204	500	4879	1854	1474	7AT	5	RWD
GL-CLASS												
GL350 CDI	P 7,980,000	3.0	D	DOHC 24V V6	228	539	5099	1920	1840	7AT	7	4WD
GLK-CLASS												
GLK300 SPORT	P 4,480,000	3.0	G	DOHC 24V V6	228	300	4528	1840	1689	7AT	5	AWD
M-CLASS												
ML350 CDI SPORT	P 5,980,000	3.0	D	DOHC 24V V6	228	539	4781	1911	1815	7AT	5	AWD
R-CLASS												
R350 SPORT	P 5,880,000	3.5	G	DOHC 24V V6	268	350	5156	1923	1656	7AT	7	AWD
S-CLASS												
S350 LWB	P 9,200,000	3.5	G	DOHC 24V V6	268	350	5226	1871	1485	7AT	5	RWD
S400 HYBRID	PUR	3.5	G	V6 + MOTOR	295	385	5079	2116	1473	7AT	5	RWD
S500 LWB	P 11,500,000	5.5	G	DOHC 32V V8	383	530	5226	1871	1485	7AT	5	RWD
SL-CLASS												
SL500	PUR	5.5	G	DOHC 32V V8	429	700	4612	1877	1315	7AT	2	RWD
SLK-CLASS												
SLK200	P 4,350,000	1.8	G	DOHC 16V I4	181	270	4134	1810	1301	7AT	2	RWD
SLK350	P 5,350,000	3.5	G	DOHC 24V V6	302	370	4134	1810	1301	7AT	2	RWD
SLS-CLASS												
SLS AMG	PUR	6.2	G	DOHC 32V V8	563	649	4638	1939	1262	7DCT	2	RWD
MINI												
COUNTRYMAN												
COUNTRYMAN	P 2,500,000	1.6	G	DOHC 16V I4	121	160	4097	1798	1561	6AT	5	FWD
COUNTRYMAN S	P 2,990,000	1.6	G	DOHC 16V I4	181	240	4110	1789	1561	6AT	5	FWD
COUNTRYMAN S ALL4	P 3,300,000	1.6	G	DOHC 16V I4	181	240	4110	1789	1561	6AT	5	AWD
COUNTRYMAN S JCW	P 3,900,000	1.6	G	DOHC 16V I4	208	260	4110	1789	1561	6AT	5	AWD
COUPE												
COUPE	P 2,650,000	1.6	G	DOHC 16V I4	121	160	3729	1683	1378	6AT	2	FWD
COUPE S	P 2,990,000	1.6	G	DOHC 16V I4	181	240	3734	1683	1384	6AT	2	FWD
COUPE JC WORKS	P 3,600,000	1.6	G	DOHC 16V I4	208	260	3759	1683	1392	6MT	2	FWD
HATCH												
COOPER	P 2,200,000	1.5	G	DOHC 12V I3	136	220	3821	1727	1414	6AT	5	FWD
COOPER S	P 2,700,000	2.0	G	SOHC 16V I4	192	280	3729	1683	1407	6AT	5	FWD
COOPER JCW	P 3,200,000	1.6	G	DOHC 16V I4	208	260	3729	1683	1407	6MT	5	FWD
PACEMAN												
PACEMAN	P 2,600,000	1.6	G	DOHC 16V I4	121	160	4109	1786	1518	6AT	4	FWD
PACEMAN S	P 3,100,000	1.6	G	DOHC 16V I4	181	240	4115	1786	1522	6AT	4	FWD
PACEMAN ALL4	P 3,990,000	1.6	G	DOHC 16V I4	208	260	4115	1786	1522	6MT	4	AWD
ROADSTER												
ROADSTER	P 2,850,000	1.6	G	DOHC 16V I4	121	160	3728	1683	1384	6AT	2	FWD
ROADSTER S	P 3,200,000	1.6	G	DOHC 16V I4	181	240	3734	1683	1390	6AT	2	FWD
ROADSTER JC WORKS	P 3,800,000	1.6	G	DOHC 16V I4	208	260	3734	1683	1390	6MT	2	FWD
MITSUBISHI												
ADVENTURE												
GX	P 725,000	2.5	D	SOHC 8V I4	74	149	4320	1650	1800	5MT	9	RWD
GLX	P 860,000	2.5	D	SOHC 8V I4	74	149	4420	1650	1800	5MT	7/9	RWD
GLS SPORT	P 920,000	2.5	D	SOHC 8V I4	74	149	4640	1750	1830	5MT	7/9	RWD
SUPER SPORT	P 965,000	2.5	D	SOHC 8V I4	74	149	4640	1750	1830	5MT	7	RWD
ASX												
GLS	P 1,148,000	2.0	G	DOHC 16V I4	148	197	4295	1770	1625	CVT	5	FWD
GSR	P 1,248,000	2.0	G	DOHC 16V I4	148	197	4295	1770	1625	CVT	5	FWD
FUZION												
GLX AT	P 950000	2.4	G	SOHC 16V I4	134	203	4585	1760	1800	4AT	7	RWD
L200												
SINGLE CAB	P 710,000	2.5	D	DOHC 16V I4	126	240	5040	1750	1655	5MT	3	RWD
FB (SINGLE A/C)	P 875,000	2.5	D	DOHC 16V I4	126	240	4835	1750	1655*	5MT	15	RWD
FB (DUAL A/C)	P 895,000	2.5	D	DOHC 16V I4	126	240	4835	1750	1655*	5MT	15	RWD
L300												
FB DELUXE (DUAL A/C)	P 736,000	2.5	D	SOHC 8V I4	70	140	4290	1695	1965	5MT	15	RWD
FB EXCEED (DUAL A/C)	P 761,000	2.5	D	SOHC 8V I4	70	140	4640	1695	1965	5MT	17	RWD
LANCER												
EX GLX 1.6 (MT)	P 840,000	1.6	G	DOHC 16V I4	115	154	4570	1760	1505	5MT	5	FWD
EX GLX 1.6 (AT)	P 870,000	1.6	G	DOHC 16V I4	115	154	4570	1760	1505	4AT	5	FWD
EX MX 1.6 (AT)	P 940,000	1.6	G	DOHC 16V I4	115	154	4570	1760	1505	4AT	5	FWD
EX GT-A	P 1,195,000	2.0	G	DOHC 16V I4	153	199	4570	1760	1490	CVT	5	FWD
MIRAGE												
GLX 1.2 (MT)	P 523,000	1.2	G	DOHC 12V I3	77	100	3710	1665	1490	5MT	5	FWD
GLX 1.2 (CVT)	P 573,000	1.2	G	DOHC 12V I3	77	100	3710	1665	1490	CVT	5	FWD
GLS 1.2 (MT)	P 623,000	1.2	G	DOHC 12V I3	77	100	3710	1665	1490	5MT	5	FWD
GLS 1.2 (CVT)	P 673,000	1.2	G	DOHC 12V I3	77	100	3710	1665	1490	CVT	5	FWD
MIRAGE G4												



VEHICLE / VARIANT	PRICE	ENGINE		DIMENSIONS				MISC.	
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)
GLX 1.2 (MT)	P 553,000	1.2	G	DOHC 12V I3	77	100	4245	1670	1515
GLX 1.2 (CVT)	P 593,000	1.2	G	DOHC 12V I3	77	100	4245	1670	1515
GLS 1.2 (MT)	P 643,000	1.2	G	DOHC 12V I3	77	100	4245	1670	1515
GLS 1.2 (CVT)	P 693,000	1.2	G	DOHC 12V I3	77	100	4245	1670	1515
<b>MONTERO SPORT</b>									
2.5 GLX 4X2 (MT)	P 1,218,000	2.5	D	DOHC 16V I4	134	314	4695	1815	1840
2.5 GLX 4X2 (AT)	P 1,318,000	2.5	D	DOHC 16V I4	134	314	4695	1815	1840
2.5 GLS V 4X2 (AT)	P 1,478,000	2.5	D	DOHC 16V I4	176	350	4695	1815	1840
2.5 GLS V 4X4 (MT)	P 1,568,000	2.5	D	DOHC 16V I4	176	400	4695	1815	1840
2.5 GTV 4X4	P 1,768,000	2.5	D	DOHC 16V I4	176	350	4695	1815	1840
<b>PAJERO</b>									
3.8 MIVEC	P 2,500,000	3.8	G	SOHC 24V V6	247	329	4900	1875	1870
3.2 DI-D	P 2,700,000	3.2	D	DOHC 16V I4	163	373	4900	1875	1870
<b>STRADA</b>									
GL 4X2	P 950,000	2.5	D	DOHC 16V I4	134	314	5040	1750	1775
GLX 4X2	P 1,058,000	2.5	D	DOHC 16V I4	134	314	5040	1750	1775
GLX V 4X2 (AT)	P 1,158,000	2.5	D	DOHC 16V I4	176	350	5115	1750	1775
GLS V 4X4 (MT)	P 1,320,000	2.5	D	DOHC 16V I4	176	350	5115	1800	1780
GLS SPORT V 4X4 (AT)	P 1,440,000	2.5	D	DOHC 16V I4	176	350	5115	1800	1780
<b>NISSAN</b>									
<b>ALMERA</b>									
1.5 BASE (MT)	P 710,000	1.5	G	DOHC 16V I4	98	134	4425	1695	1505
1.5 BASE (AT)	P 760,000	1.5	G	DOHC 16V I4	98	134	4425	1695	1505
1.5 MID (AT)	P 850,000	1.5	G	DOHC 16V I4	98	134	4425	1695	1505
<b>ALTIMA</b>									
2.5 SV	P 1,650,000	2.5	G	DOHC 16V I4	178	243	4863	1830	1488
3.5 SL	P 2,030,000	3.5	G	DOHC 24V V6	270	340	4863	1830	1488
<b>GRAND LIVINA</b>									
ELEGANCE	P 978,000	1.8	G	DOHC 16V I4	124	174	4420	1690	1595
STAR LUXURY	P 928,000	1.8	G	DOHC 16V I4	124	174	4420	1690	1595
STAR ELEGANCE	P 1,008,000	1.8	G	DOHC 16V I4	124	174	4420	1690	1595
<b>NAVARA</b>									
4X2 MT	P 898,000	2.5	D	DOHC 16V I4	161	403	5255	1790	1760
4X2 CALIBRE MT	P 938,000	2.5	D	DOHC 16V I4	161	403	5255	1850	1795
4X2 EL CALIBRE MT	P 1,038,000	2.5	D	DOHC 16V I4	161	403	5255	1850	1795
4X2 EL CALIBRE AT	P 1,108,000	2.5	D	DOHC 16V I4	161	403	5255	1850	1795
4X2 EL MT	P 1,256,000	2.5	D	DOHC 16V I4	161	403	5255	1850	1810
4X4 VL MT	P 1,421,000	2.5	D	DOHC 16V I4	187	450	5255	1850	1840
4X4 VL AT	P 1,490,000	2.5	D	DOHC 16V I4	187	450	5255	1850	1840
<b>PATROL</b>									
SUPER SAFARI	P 2,795,000	3.0	D	DOHC 16V I4	158	354	5075	1940	1855
ROYALE	P 4,995,000	5.6	D	DOHC 32V V8	317	526	5140	1995	1940
<b>SYLPHY</b>									
1.6 BASE	P 812,000	1.6	G	DOHC 16V I4	114	154	4615	1760	1495
1.6 UPPER	P 915,000	1.6	G	DOHC 16V I4	114	154	4615	1760	1495
1.8 UPPER	P 998,000	1.8	G	DOHC 16V I4	129	174	4615	1760	1495
<b>URVAN</b>									
ESCAPADE (12-STR)	P 1,198,000	2.5	D	SOHC 8V I4	84	178	4790	1690	1990
SHUTTLE (15-STR)	P 1,157,000	2.5	D	SOHC 8V I4	84	178	4790	1690	1990
SHUTTLE (18-STR)	P 1,161,000	2.5	D	SOHC 8V I4	84	178	4790	1690	1990
<b>X-TRAIL</b>									
2.0 2WD (CVT)	P 1,375,000	2.0	G	DOHC 16V I4	144	200	4630	1820	1695
2.5 4WD (CVT)	P 1,580,000	2.5	G	DOHC 16V I4	171	233	4630	1820	1695
<b>PEUGEOT</b>									
<b>208</b>									
GTI 1.6 THP (3 DOOR)	P 1,950,000	1.6	G	DOHC 16V I4	197	275	3962	1739	1460
<b>301</b>									
1.6 HDI MT	P 990,000	1.6	D	DOHC 16V I4	91	230	4442	1715	1466
1.6 ECS AT	P 1,090,000	1.6	G	DOHC 16V I4	115	150	4442	1715	1466
<b>508</b>									
1.6 EHD ACTIVE	P 1,895,000	1.6	D	DOHC 16V I4	115	240	4792	1853	1456
1.6 EHD ALLURE	P 2,050,000	1.6	D	DOHC 16V I4	115	240	4792	1853	1456
2.0 HDI ALLURE	P 2,150,000	2.0	D	DOHC 16V I4	163	340	4792	1853	1456
2.2 GT HDI	P 2,550,000	2.2	D	DOHC 16V I4	204	338	4792	1853	1456
<b>3008</b>									
1.6 EHD ACTIVE	P 1,595,000	1.6	D	DOHC 16V I4	112	270	4365	1837	1639
1.6 EHD ALLURE	P 1,850,000	1.6	D	DOHC 16V I4	112	270	4365	1837	1639
2.0 HDI ALLURE	P 1,950,000	2.0	D	DOHC 16V I4	163	340	4365	1837	1639
<b>5008</b>									
1.6 EHD ACTIVE	P 1,795,000	1.6	D	DOHC 16V I4	112	240	4530	1837	1638
1.6 EHD ALLURE	P 1,895,000	1.6	D	DOHC 16V I4	112	240	4530	1837	1638
2.0 HDI ALLURE	P 2,050,000	2.0	D	DOHC 16V I4	163	340	4530	1837	1638
<b>RCZ</b>									
1.6 THP	P 2,850,000	1.6	G	DOHC 16V I4	156	240	4287	1844	1359
<b>EXPERT TEPEE</b>									
2.0 HDI	P 2,200,000	2.0	D	DOHC 16V I4	163	340	4813	2176	1980
<b>SUBARU</b>									
<b>BRZ</b>									
2.0 (MT)	P 1,928,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285
2.0 (AT)	P 1,928,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285
<b>FORESTER</b>									
2.0i-L	P 1,398,000	2.0	G	DOHC 16V H4	148	198	4595	1795	1735
2.0i-PREMIUM	P 1,598,000	2.0	G	DOHC 16V H4	148	198	4595	1795	1735
2.0XT	P 1,868,000	2.0	G	DOHC 16V H4	237	350	4595	1795	1735
<b>IMPREZA</b>									
2.0i (CVT)	P 1,128,000	2.0	G	DOHC 16V H4	148	196	4580	1740	1466
2.0i SPORT (CVT)	P 1,298,000	2.0	G	DOHC 16V H4	148	196	4580	1740	1466
<b>LEGACY</b>									
2.5 GT SEDAN	P 2,048,000	2.5	G	DOHC 16V H4	261	350	4730	1780	1505
<b>OUTBACK</b>									
OUTBACK 3.6 R	P 2,298,000	3.6	G	DOHC 24V H6	256	350	4775	1820	1615
<b>TRIBECA</b>									
TRIBECA	P 2,698,000	3.6	G	DOHC 24V H6	256	350	4865	1880	1720
<b>WRX</b>									
2.0 WRX (MT)	P 1,818,000	2.0	G	DOHC 16V H4	268	350	4595	1795	1475
2.0 WRX (CVT)	P 1,888,000	2.0	G	DOHC 16V H4	268	350	4595	1795	1475
<b>WRX STI</b>									
2.5 WRX STI	P 2,498,000	2.5	G	DOHC 16V H4	296	407	4595	1795	1475
2.5 WRX STI (SUNROOF)	P 2,598,000	2.5	G	DOHC 16V H4	296	407	4595	1795	1475
<b>XV</b>									

		ENGINE				DIMENSIONS				MISC.				
VEHICLE / VARIANT	PRICE	Displacement		Specifications	Horsepower (hp)		Torque (Nm)		Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout
		Type												
2.0i	P 1,298,000	2.0	G	DOHC 16V H4	148	196	4450	1780	1615	CVT	5	4WD		
2.0i PREMIUM	P 1,478,000	2.0	G	DOHC 16V H4	148	196	4450	1780	1615	CVT	5	4WD		
2.0i PREMIUM W/ STI KIT	P 1,578,000	2.0	G	DOHC 16V H4	148	196	4450	1780	1615	CVT	5	4WD		
SUZUKI														
ALTO														
800 STANDARD	P 388,000	0.8	G	SOHC 12V I3	47	62	3395	1490	1475	5MT	5	FWD		
800I DELUXE	P 438,000	0.8	G	SOHC 12V I3	47	62	3395	1490	1475	5MT	5	FWD		
APV														
TYPE I GA	P 575,000	1.6	G	SOHC 16V I4	91	127	4155	1655	1850	5MT	8	RWD		
TYPE II GLX (MT)	P 745,000	1.6	G	SOHC 16V I4	91	127	4230	1655	1865	5MT	8	RWD		
TYPE II SGX (AT)	P 820,000	1.6	G	SOHC 16V I4	91	127	4230	1655	1865	4AT	7	RWD		
CELERIO														
CELERIO GA (MT)	P 498,000	1.0	G	DOHC 12V I3	68	90	3500	1600	1470	5MT	5	FWD		
CELERIO GL (MT)	P 538,000	1.0	G	DOHC 12V I3	68	90	3500	1600	1470	5MT	5	FWD		
CELERIO GL (AT)	P 579,000	1.0	G	DOHC 12V I3	68	90	3500	1600	1470	4AT	5	FWD		
ERTIGA														
GA (MT)	P 619,000	1.4	G	DOHC 16V I4	95	130	4265	1695	1685	5MT	7	FWD		
GL (MT)	P 712,000	1.4	G	DOHC 16V I4	95	130	4265	1695	1685	5MT	7	FWD		
GL (AT)	P 752,000	1.4	G	DOHC 16V I4	95	130	4265	1695	1685	4AT	7	FWD		
GLX (AT)	P 812,000	1.4	G	DOHC 16V I4	95	130	4265	1695	1685	5MT	7	FWD		
GRAND VITARA														
2.4 GRAND VITARA 4X2	P 1,160,000	2.4	G	DOHC 16V I4	165	225	4500	1810	1695	4AT	5	RWD		
2.4 4X2 AT (SPEC. ED.)	P 1,210,000	2.4	G	DOHC 16V I4	165	225	4500	1810	1695	4AT	5	RWD		
JIMNY														
JX	P 738,000	1.3	G	DOHC 16V I4	81	110	3645	1600	1705	5MT	4	4WD		
JLX (MT)	P 790,000	1.3	G	DOHC 16V I4	81	110	3645	1600	1705	5MT	4	4WD		
JLX (AT)	P 845,000	1.3	G	DOHC 16V I4	81	110	3645	1600	1705	4AT	4	4WD		
KIZASHI														
2.4 KIZASHI	P 1,348,000	2.4	G	DOHC 16V I4	180	230	4650	1820	1480	CVT	5	FWD		
SWIFT														
1.2 SWIFT (MT)	P 608,000	1.2	G	DOHC 16V I4	87	114	3850	1475	1530	5MT	5	FWD		
1.2 SWIFT (AT)	P 648,000	1.2	G	DOHC 16V I4	87	114	3850	1475	1530	4AT	5	FWD		
1.4 SWIFT (MT)	P 749,000	1.4	G	DOHC 16V I4	94	130	3850	1695	1510	5MT	5	FWD		
1.4 SWIFT (AT)	P 789,000	1.4	G	DOHC 16V I4	94	130	3850	1695	1510	4AT	5	FWD		
SWIFT DZIRE														
SWIFT DZIRE (MT)	P 568,000	1.2	G	DOHC 16V I4	86	114	3995	1695	1555	5MT	5	FWD		
SWIFT DZIRE (AT)	P 698,000	1.2	G	DOHC 16V I4	86	114	3995	1695	1555	4AT	5	FWD		
SX4														
CROSSOVER	P 899,000	1.6	G	DOHC 16V I4	110	150	4135	1755	1605	4AT	5	FWD		
TATA														
INDICA														
1.4 DLX	P 545,000	1.4	D	DOHC 16V I4	69	135	3690	1665	1485	5MT	5	FWD		
INDIGO														
1.4 DLE	P 525,000	1.4	D	DOHC 16V I4	69	135	3988	1620	1540	5MT	5	FWD		
MANZA														
MANZA	P 600,000	1.4	G	SOHC 16V I4	89	116	4413	1703	1550	5MT	5	FWD		
1.3 AURA	P 738,000	1.3	D	SOHC 16V I4	89	200	4413	1703	1550	5MT	5	FWD		
VISTA														
VISTA	P 565,000	1.4	G	SOHC 16V I4	74	113	3795	1695	1550	5MT	5	FWD		
1.3 IGNIS	P 678,000	1.3	D	SOHC 16V I4	74	190	3850	1695	1550	5MT	5	RWD		
XENON														
4X2 DLS	P 805,000	2.2	D	DOHC 16V I4	138	320	5125	1860	1833	5MT	5	RWD		
4X4 DLE	P 1,125,000	2.2	D	DOHC 16V I4	140	320	5125	1860	1833	5MT	5	4WD		
														
														
TOYOTA														
86														
2.0 (MT)	P 1,636,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285	6MT	2+2	RWD		
2.0 (AT)	P 1,736,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285	6AT	2+2	RWD		
AERO 2.0 (MT)	P 1,846,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285	6MT	2+2	RWD		
AERO 2.0 (AT)	P 1,946,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285	6AT	2+2	RWD		
ALPHARD														
ALPHARD 2.4	P 2,970,000	2.4	G	DOHC 16V I4	165	227	4850	1830	1905	4AT	7	FWD		
ALPHARD 3.5	P 3,160,000	3.5	G	DOHC 24V V6	271	340	4850	1830	1905	6AT	7	FWD		
NEW ALPHARD 3.5	P 3,292,000	3.5	G	DOHC 24V V6	271	340	4915	1850	1890	6AT	7	FWD		
AVANZA														
1.3 J (S-STR)	P 639,000	1.3	G	DOHC 16V I4	90	117	4140	1660	1695	5MT	5	RWD		
1.5 (MT)	P 717,000	1.5	G	DOHC 16V I4	107	117	4140	1660	1695	5MT	7	RWD		
1.3E (AT)	P 757,000	1.3	G	DOHC 16V I4	90	117	4140	1660	1695	4AT	7	RWD		
1.5 G (MT)	P 837,000	1.5	G	DOHC 16V I4	102	136	4140	1660	1695	5MT	7	RWD		
1.5 G (AT)	P 877,000	1.5	G	DOHC 16V I4	102	136	4140	1660	1695	4AT	7	RWD		
CAMRY														
2.5 G	P 1,511,000	2.5	G	DOHC 16V I4	176	231	4825	1825	1470	6AT	5	FWD		
2.5 V	P 1,745,000	2.5	G	DOHC 16V I4	176	231	4825	1825	1470	6AT	5	FWD		
3.5 G	P 2,128,000	3.5	G	DOHC 24V V6	273	346	4825	1820	1480	6AT	5	FWD		
COROLLA ALTIS														
1.6E	P 836,000	1.6	G	DOHC 16V I4	120	154	4620	1776	1460	6MT	5	FWD		
1.6 G (MT)	P 879,000	1.6	G	DOHC 16V I4	120	154	4620	1776	1460	6MT	5	FWD		
1.6 G (AT)	P 935,000	1.6	G	DOHC 16V I4	120	154	4620	1776	1460	CVT	5	FWD		
1.6 V	P 999,000	1.6	G	DOHC 16V I4	120	154	4620	1776	1460	CVT	5	FWD		
2.0 V	P 1,201,000	2.0	G	DOHC 16V I4	143	187	4620	1776	1460	CVT	5	FWD		
FJ CRUISER														
4.0 V6	P 1,798,000	4.0	G	DOHC 24V V6	268	380	4670	1905	1830	5AT	5	4WD		
FORTUNER														
2.7 G 4X2	P 1,287,000	2.7	G	DOHC 16V I4	158	241	4705	1840	1850	4AT	7	RWD		
2.5 G 4X2 (MT)	P 1,305,000	2.5	D	DOHC 16V I4	142	343	4705	1840	1850	5MT	7	RWD		
2.5 G 4X2 (AT)	P 1,375,000	2.5	D	DOHC 16V I4	142	343	4705	1840	1850	4AT	7	RWD		
2.5 V 4X2	P 1,525,000	2.5	D	DOHC 16V I4	142	343	4705	1840	1850	4AT	7	4WD		
3.0 V 4X4	P 1,820,000	3.0	D	DOHC 16V I4	161	343	4705	1840	1850	4AT	7	4WD		
HIACE														
2.5 COMMUTER	P 1,238,000	2.5	D	DOHC 16V I4	101	260	4695	1695	1980	5MT	15	RWD		
2.5 GRANDIA (MT)	P 1,560,000	2.5	D	DOHC 16V I4	101	260	4840	1880	2105	5MT	11	RWD		
2.5 GRANDIA (AT)	P 1,625,000	2.5	D	DOHC 16V I4	101	260	4840	1880	2105	4MT	11	RWD		



VEHICLE / VARIANT	PRICE	ENGINE			DIMENSIONS			MISC.		
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission
SUPER GRANDIA (LEATH.)	P 1,980,000	2.5	D	DOHC 16V I4	101	260	4840	1880	2105	4AT 11 RWD
<b>HILUX</b>										
2.5 J	P 865,000	2.5	D	DOHC 16V I4	101	200	5130	1760	1695	5MT 5 RWD
2.5 E	P 994,000	2.5	D	DOHC 16V I4	142	343	5255	1760	1820	5MT 8 RWD
2.5 G (MT)	P 1,175,000	2.5	D	DOHC 16V I4	142	343	5255	1760	1820	5MT 5 RWD
2.5 G (AT)	P 1,229,000	2.5	D	DOHC 16V I4	142	343	5255	1760	1820	5MT 5 RWD
2.5 TRD (MT)	P 1,238,000	2.5	D	DOHC 16V I4	142	343	5255	1760	1820	5MT 5 RWD
3.0 G (MT)	P 1,481,000	3.0	D	DOHC 16V I4	161	343	5255	1835	1820	5MT 5 RWD
3.0 G (AT)	P 1,535,000	3.0	D	DOHC 16V I4	161	343	5255	1835	1820	4AT 5 RWD
<b>INNOVA</b>										
2.0 E (AT)	P 1,022,000	2.0	G	DOHC 16V I4	134	182	4585	1760	1760	4AT 8 RWD
2.0 E (MT)	P 957,000	2.0	G	DOHC 16V I4	134	182	4585	1760	1760	5MT 8 RWD
2.0 G (AT)	P 1,153,000	2.0	G	DOHC 16V I4	134	182	4585	1775	1760	4AT 8 RWD
2.0 G (MT)	P 1,068,000	2.0	G	DOHC 16V I4	134	182	4585	1775	1760	5MT 8 RWD
2.0 V	P 1,221,000	2.0	G	DOHC 16V I4	134	182	4585	1775	1760	4AT 8 RWD
2.0 J	P 842,000	2.0	G	DOHC 16V I4	134	182	4585	1760	1760	5MT 8 RWD
2.5 E (MT)	P 1,012,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	5MT 8 RWD
2.5 E (AT)	P 1,077,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	4AT 8 RWD
2.5 G (MT)	P 1,123,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	5MT 8 RWD
2.5 G (AT)	P 1,193,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	4AT 8 RWD
2.5 J	P 897,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	5MT 8 RWD
2.5 V	P 1,276,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	4AT 8 RWD
<b>LAND CRUISER</b>										
4.0 PRADO VX	P 2,972,000	4.0	G	DOHC 24V V6	275	385	4760	1885	1890	5AT 7 4WD
3.0 PRADO VX (MT)	P 3,757,000	3.0	D	DOHC 16V I4	163	410	4760	1885	1890	6MT 7 4WD
3.0 PRADO VX (AT)	P 3,857,000	3.0	D	DOHC 16V I4	163	410	4760	1885	1890	5AT 7 4WD
LC200	P 4,372,000	4.5	D	DOHC 32V V8	282	650	4950	1970	1905	6AT 8 4WD
<b>PREVIA</b>										
PREVIA 2.4	P 2,453,000	2.4	G	DOHC 16V I4	170	224	4795	1800	1730	4AT 7 FWD
PREVIA 2.4 Q	P 2,580,000	2.4	G	DOHC 16V I4	170	224	4795	1800	1730	4AT 7 FWD
<b>PRIUS</b>										
PRIUS	P 2,250,000	1.8	G	I4-ELECTRIC	134	142	3995	1695	1455	CVT 5 FWD
<b>PRIUS C</b>										
PRIUS C	P 1,537,000	1.4	G	I4-ELECTRIC	98	111	3995	1695	1455	CVT 5 FWD
PRIUS C (FULL OPTION)	P 1,587,000	1.4	G	I4-ELECTRIC	98	111	3995	1695	1455	CVT 5 FWD
<b>RAV4</b>										
2.5 4X2	P 1,367,000	2.5	G	DOHC 16V I4	174	233	4570	1845	1660	6AT 5 FWD
2.5 4X2 G	P 1,591,000	2.5	G	DOHC 16V I4	174	233	4570	1845	1660	6AT 5 FWD
2.5 4X2 V	P 1,785,000	2.5	G	DOHC 16V I4	174	233	4570	1845	1660	6AT 5 FWD
2.5 4X4	P 1,983,000	2.5	G	DOHC 16V I4	174	233	4570	1845	1660	6AT 5 AWD
<b>VIOS</b>										
1.3 J (MT)	P 630,000	1.3	G	DOHC 16V I4	85	122	4410	1700	1475	5MT 5 FWD
1.3 E (MT)	P 743,000	1.3	G	DOHC 16V I4	85	122	4410	1700	1475	5MT 5 FWD
1.3 E (AT)	P 778,000	1.3	G	DOHC 16V I4	85	122	4410	1700	1475	4AT 5 FWD
1.5 G (MT)	P 845,000	1.5	G	DOHC 16V I4	107	142	4410	1700	1475	5MT 5 FWD
1.5 G (AT)	P 880,000	1.5	G	DOHC 16V I4	107	142	4410	1700	1475	5MT 5 FWD
1.5 TRD	P 958,000	1.5	G	DOHC 16V I4	107	142	4300	1700	1460	4AT 5 FWD
<b>WIGO</b>										
1.0 E (MT)	P 458,000	1.0	G	DOHC 12V I3	64	85	3600	1600	1520	5MT 5 FWD
1.0 G (MT)	P 511,000	1.0	G	DOHC 12V I3	64	85	3600	1600	1520	5MT 5 FWD
1.0 G (AT)	P 546,000	1.0	G	DOHC 12V I3	64	85	3600	1600	1520	4AT 5 FWD

VEHICLE / VARIANT	PRICE	ENGINE			DIMENSIONS				MISC.			
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout
YARIS												
1.3 E (MT)	P 720,000	1.3	G	DOHC 16V I4	106	141	4115	1700	1475	5MT	5	FWD
1.3 E (AT)	P 755,000	1.3	G	DOHC 16V I4	106	141	4115	1700	1475	4AT	5	FWD
1.5 G (AT)	P 845,000	1.5	G	DOHC 16V I4	106	141	4115	1700	1475	4AT	5	FWD
VOLKSWAGEN												
BEETLE												
1.2 TSI	P 1,590,000	1.2	G	DOHC 16V I4	104	175	4278	1808	1486	6MT	4	FWD
1.4 TSI	P 1,790,000	1.4	G	DOHC 16V I4	158	240	4278	1808	1486	7AT	4	FWD
GOLF GTI												
2.0 TSI DSG (SDR)	P 2,290,000	2.0	G	DOHC 16V I4	217	350	4268	1799	1442	6DCT	5	FWD
JETTA												
2.0 TDI	P 1,295,000	2.0	D	DOHC 16V I4	108	280	4618	1778	1453	5MT	5	FWD
POLO												
1.6 MPI HATCHBACK	P 950,000	1.6	G	DOHC 16V I4	103	153	3970	1682	1453	6AT	5	FWD
1.6 TDI SEDAN	P 950,000	1.6	D	DOHC 16V I4	104	250	4384	1699	1466	5MT	5	FWD
TIGUAN												
1.4 TSI	P 1,740,000	1.4	G	DOHC 16V I4	120	200	4426	1809	1703	6MT	5	FWD
2.0 TRENDLINE TDI	P 2,109,000	2.0	D	DOHC 16V I4	138	320	4426	1809	1703	6AT	5	AWD
TOUAREG												
3.0 TDI V6	P 4,290,000	3.0	D	DOHC 24V V6	242	550	4795	1940	1709	8AT	5	AWD
TOURAN												
1.2 TSI	P 1,454,000	1.2	G	DOHC 16V I4	104	175	4397	1794	1674	6MT	7	FWD
2.0 TDI	P 1,775,000	2.0	D	DOHC 16V I4	108	280	4397	1794	1674	7AT	7	FWD
VOLVO												
S60												
1.6 T4	P 2,795,000	1.6	G	DOHC 16V I4	180	240	4628	1865	1484	6AT	5	FWD
2.0 D4	P 3,095,000	2.0	D	DOHC 16V I4	181	400	4635	2097	1484	8AT	5	FWD
S80												
2.0 T5	P 4,145,000	2.0	G	DOHC 16V I4	240	320	4851	1861	1493	6AT	5	FWD
V40												
1.6 T4	P 2,288,888	1.6	G	DOHC 16V I4	180	240	4369	2041	1420	6AT	5	FWD
2.0 D4 CROSS COUNTRY	P 2,795,000	2.0	D	DOHC 16V I5	190	400	4370	2041	1458	8AT	5	FWD
V60												
2.0 T5	P 3,195,000	2.0	G	DOHC 20V I4	245	350	4635	2097	1484	8AT	5	FWD
XC60												
2.0 T5	P 3,545,000	2.0	G	DOHC 20V I5	240	320	4627	1891	1713	6AT	5	AWD
2.0 D4	P 3,895,000	2.0	D	DOHC 16V I4	181	400	4644	2120	1713	8AT	5	AWD
XC90												
2.4 D5 AWD	P 4,995,000	2.4	D	DOHC 20V I5	200	420	4807	2112	1784	6AT	7	AWD



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2000 HONDA CR-V



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MANILA

# Down to the last bit

## What's the story behind your CR-V?

I owned sedan cars before because I used to race. But it got to a point where I lost interest in the drag races and the slaloms because the scene had slowed down. I then decided to sell my previous Honda for this SUV. And after looking for CR-V parts online and in catalogs, I noticed that it could also be modified. That's when the itch to modify started again.

## What do you think bonds you and your spunky ride?

It took me eight years to modify this from stock to a full-mark Modulo CR-V. It's hard looking for parts in Japan because they're very limited. Imagine, I'm already a seller of JDM (Japanese Domestic Market) parts, but I also find these

**'I'm so attached to this car that I have to visit it once a day in the garage'**




CR-V bits hard to come by. It's all about luck and dedication. I also don't like anyone else touching this car. I like to do the work so that I'm assured that everything is *pulido*.

## You're obviously into cars. How did your affinity for these machines start?

My dad is a mechanic, and he raced cars back in the day. I basically grew up around tools, engines and car parts. When I was young, I used to steal my grandfather's car after I offered to park it whenever he visited us.

## And how do you care for this ride?

The works! It gets waxed and detailed once a month. I have a specific budget for auto parts. I'm so attached to this car that I have to visit it once a day in the garage. I talk to it and ask what the next part or *piyesa* it wants. 



WHO WOULD'VE IMAGINED THAT A CR-V COULD LOOK AS UNIQUE AS THIS ONE?





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